



March 12, 2007

Dear TSP Advisory Committee Member,

Our next meeting is coming up soon! We look forward to seeing you on March 21, 2007 from 4:30 p.m. to 6:30 p.m. at the Milwaukie Masonic Lodge (10636 SE Main Street, Milwaukie).

Enclosed are a number of documents for your review and information.

For your review:

- Meeting Summary from AC meeting #1
- Draft Chapter 2: Goals and Policies
- Draft Chapter 3: Existing Conditions

For your information:

- Roster of Advisory Committee members
- Transportation Liaison Report to City Council
- TSP Public Involvement Plan

Please review Chapter 2: Draft Goals and Policies prior to the meeting and come prepared to offer your input. We have included extensive time on the agenda for discussion and review of this chapter and hope to finalize it soon afterwards. Final goals and policies are an important starting point for the Working Groups and Workshops, which will begin in late March 2007.

There will be a presentation of key findings from Chapter 3: Existing Conditions and time after the presentation for a few questions. We don't expect you to review this chapter prior to the meeting; however, we'd like you to review it after the meeting and give us your comments by Friday, April 6. Working Group and Workshop participants will also be reviewing relevant portions of this chapter as part of their work.

If you have not done so already, please take a few minutes and complete the online TSP survey currently available through March 21, 2007 on the City's website at: www.cityofmilwaukie.org. We've had a good response and would like your input as well.

We look forward to seeing you next week and continuing our work together. Please call me if you have any questions.

Sincerely,

Katie Mangle
Planning Director
(503) 786-7652

AGENDA – Meeting #2

Advisory Committee for Milwaukie TSP Update

March 21, 2007

4:30 p.m. to 6:30 p.m.

Milwaukie Masonic Lodge: 10636 SE Main Street, Milwaukie OR

PURPOSE

- Project update
- Finalize Goals and Policies chapter
- Review key findings from Existing Conditions chapter

SCHEDULE

4:30	Welcome & Staff Introductions	Katie Mangle
4:35	Purpose of Meeting & Committee Member Introductions	Jamie Damon
4:45	Project Update <ul style="list-style-type: none">- Working Groups & Workshops- Survey	Katie Mangle
5:00	Chapter 2: Goals and Policies <ul style="list-style-type: none">- Presentation and Overview- Group discussion	Katie Mangle/ Committee
6:00	Chapter 3: Existing Conditions <ul style="list-style-type: none">- Summary of Key Findings	Carl Springer
6:25	Next steps	Jamie Damon/ Committee
6:30	Close	

MEETING PACKET MATERIALS

The following documents are included in this mailing. Copies are available on our web site at <http://www.cityofmilwaukie.org/milwaukie/projects/tspupdate/tspupdate.html> or at our office at 6101 SE Johnson Creek Blvd. If you prefer to change the format of packet you receive (hard copy or e-mail link to web packet) please contact Marcia Hamley at 503-786-7656.

For your review:

- Meeting Summary from AC meeting #1
- Draft Chapter 2: Goals and Policies
- Draft Chapter 3: Existing Conditions

For your information:

- Roster of Advisory Committee members
- Transportation Liaison Report to City Council
- TSP Public Involvement Plan

Meeting Summary

Milwaukie Transportation System Plan (TSP) Update

Advisory Committee Meeting #1

Meeting Overview

The first meeting of the Advisory Committee for the Milwaukie Transportation System Plan Update was held on January 24, 2007 from 4:00pm – 6:00pm at the Milwaukie Masonic Lodge.

The purpose of the meeting was to introduce committee members to the process; formalize committee roles, responsibilities and protocols; and discuss the updates needed to the goals and objectives from the previous plan.

The meeting was attended by 32 people. See attached attendance list.

Agenda

4:00	Welcome; Team Introductions	Katie Mangle
4:10	Purpose of Meeting and Committee Introductions	Jamie Damon
4:20	Overview <ul style="list-style-type: none">- Why a TSP Update?- Process Steps & Schedule	Katie Mangle
4:40	Advisory Committee Protocols <ul style="list-style-type: none">- Committee roles/responsibilities- Discuss draft protocols	Jamie Damon/ Committee
5:00	Project Status <ul style="list-style-type: none">- Existing Conditions-Goals and Policies	Alan Snook/ Committee
5:25	Round Table Discussion: Existing TSP Goals and Policies	
5:55	Next steps <ul style="list-style-type: none">- Upcoming meeting(s)	Jamie Damon/ Committee
6:00	Close	

Introductions

Project team members including the City staff and the consultant team introduced themselves and their role on the project. Committee members each introduced themselves and the community, agency or area of interest they were representing.

Project Overview

Katie Mangle, City Planning Director, introduced the project to the group through a power point slide show which included why the TSP needs to be updated; how the community will be involved; issue areas to address; and process steps and schedule.

Committee Protocols

Jamie Damon, Facilitator, introduced the draft set of “Committee Protocols” for discussion and review.

There were concerns raised in the group regarding holding committee meetings at 4:00pm. Several committee members were concerned that the early meeting time would limit the participation of the community. Other committee members were concerned that a later start time would be difficult for getting to other evening meetings. Still others were concerned that an evening meeting might be problematic for business owners and agency representatives. The group also discussed the potential for shifting content-rich items on the agenda until later in the meeting. Some group members thought this was problematic because it would send the message to “come late” and not value the full agenda. When polled for availability for a later start time, the group preferred a 4:30pm start time, with a 5:00pm start time acceptable, but not preferred. Because of the group discussion, the group agreed to:

- Conduct the next committee meeting a little later—from 4:30 p.m. to 6:30 p.m.—and assess the time change at future meetings.
- Ask the City to post the meeting summaries and materials on the city’s website and let community members know this information is available.
- Encourage community members to participate in the Working Groups and Workshops, which will be conducted (for the most part) on evenings and/or weekends.
- Ask the City to schedule subsequent Advisory Committee meetings as far in advance as possible so community members can schedule time off.
- Notify community members that a “public table” is available at every committee meeting for the community to participate in the meetings on a drop-in basis.

The group would like to have a roster of the committee members as part of their next meeting packet.

Group members indicated on the sign-in sheet their preferences for receiving materials and asked that large packets be mailed rather than emailed. *Staff Response: The City will mail members a hard copy of all meeting packet materials in advance of each meeting. Members will also be notified via e-mail that an electronic copy is available online. Meeting packet materials will not be attached to these e-mails but will include a link to them.*

The group decided to allow for public participation throughout the meeting, instead of relegating public comment to the end of the meeting, with the expectation that the group will not re-visit agenda items at the request of newcomers.

The group accepted the remaining protocols as modified. See attached finalized protocols.

Project Status

Alan Snook, DKS Consultant, presented a brief project status of the work in progress including the gathering of data for establishing existing conditions and the update of the existing goals and policies. Alan highlighted where data was being collected on a map of the city. Committee members made the following comments:

- There should be traffic counts gathered in the area of Monroe Street.
- The information about rail is very sparse in the previous plan.
- Clarification that DKS (the consultant) will be developing cost estimates as a part of the planning process.
- Concern about how this plan and this committee will be coordinated with concurrent regional planning efforts.

Goals and Policies Workshop

The group split into small groups to focus their comments on the goal areas of the existing goals and policies mounted on poster board and placed on tables around the room. Committee members were asked to identify areas in the goals and policies that need updating; to cross out items that have been completed or are no longer relevant; and, to amend or add new goals and policies. Committee members were asked to start at a table with a goal area that was of the most interest to them and to review at least three different goal areas over a thirty-minute period.

The results of the exercise (see attached notes) will help to update the existing goals and policies.

The updated goals and policies will be emailed to the group by February 9th for their review and preliminary input by February 19th. *Staff Response: See below for changes.* The preliminary input will help to guide the discussion on the draft goals and policies at the committee's next meeting.

Homework/Next Steps

- Revised updated goals and polices to be distributed to Advisory Committee members by February 9th. *Staff Response: Staff decided to send out the revised goals and policies with the meeting packet materials for the next meeting instead of distributing this document separately.*
- Advisory Committee members to review and send comments to Katie Mangle by February 19th. *Staff Response: Committee members will have the opportunity to comment on the revised goals and policies at the next Advisory Committee meeting.*
- Working Group and Workshop kickoff meeting scheduled for February 24th.
- Online survey being developed for distribution in February.
- Meeting material packets for the next Advisory Committee meeting to be distributed on March 14th.
- **Next Advisory Committee meeting scheduled for March 21st from 4:30 p.m. to 6:30 p.m. at the Milwaukie Masonic Lodge.**

**Attendance List
Milwaukie TSP Update
Advisory Committee Meeting #1**

AC Members Present

Kelly Carlisle
Greg Chaimov
Scott Churchill
Gail Curtis
Forris Frick
Shari Gilevich
Neil Hankerson
Marty Hanley
Tracy Hokanson
Ben Horner-Johnson
Stacy Humphrey
Gary Hunt
Michole Jensen
Dolly Macken-Hambright
John Mermin
Arlie Adkins (for Young Park)
Ron Schumacher
Dion Shepard
Charlie Stephens
Mike Swanson
John Trumbull
Mike Wells
Jamie Wilson
Ed Zumwalt

Public Present

Carlotta Collette
Cameron Waner
David Aschenbrenner

AC members absent

Bob Dant
Larry Kanzler
Cynthia Rubio
Richard Smith
Julie Wisner

Milwaukie TSP Update

Advisory Committee Protocols

(Final Draft)

January 24, 2007

Role of Advisory Committee

The Transportation System Plan (TSP) Advisory Committee (AC) is an advisory body to City of Milwaukie staff and council regarding recommendations for updating the City's Transportation System Plan. The committee is composed of a mix of agency and community representatives and all meetings are open to the public. We anticipate that the committee will meet five times between January and June 2007. You will be notified in advance of each scheduled meeting.

The AC is charged with doing the following:

- Set desired outcomes for the City as a whole;
- Work to resolve inconsistencies between issues;
- Bring together the outcomes from the Working Groups, Workshops, and Open Houses into one set of recommendations for staff and City Council;
- Review draft chapters and draft desired outcomes;
- Fill in gaps not addressed by Working Groups, Workshops, and Open Houses.

Expectations of the AC

- Do your best to attend all five meetings. If you miss a meeting, get up to speed on your own prior to attending the next meeting.
- Read materials distributed in advance.
- Arrive on time.
- End meetings on time. If agenda items cannot be completed on time, decide if the meeting should be extended or if an additional meeting should be scheduled.
- Provide opportunities for public comments throughout the meeting.
- Put cell phones on silent mode.
- Participate in other community events relating to the TSP to become familiar with the community discussion.

Meeting Protocols

- Treat everyone with respect.
- Focus questions and comments on the topic of discussion and on the agenda.
- Listen carefully with the intent of understanding.
- Let others finish before speaking.
- Share the air. Let others speak once before speaking twice.
- Raise issues honestly, clearly and early in the process.
- Collaborate with other group members. Seek to find common ground.
- Represent your designated constituents.
- Participate!

Communication between Meetings

- Be free to speak with each other about issues and in ways that support the group process. Do not take actions or discuss issues in ways that undermine the group process.
- Share information with the organizations and/or constituents you represent. Gather information from your constituents that will inform committee deliberations.
- Funnel all requests from the media to **Grady Wheeler (503) 786-7503**. If you speak with the media, clarify that you are speaking as an individual and not as a representative of the project.

Decision Making

- Make decisions on recommendations to the staff and City Council.
- Work together to serve the purpose of the committee.
- Set aside personal interests in order to seek the best set of solutions for the community.
- Work toward consensus on all major decisions. [Consensus is the point at which all team members can support the decision as the most viable decision for the group as a whole, although it may not be an individual member's personal preference].
- If after repeated attempts to reach a recommendation all can support and consensus is not forthcoming, the committee's recommendation will be based on the votes cast. The position(s) of the remaining members will be recorded and forwarded to staff and City Council, along with the committee's recommendation.

**Comments Received on 1997 TSP Goals and Objectives
Advisory Committee Meeting #1
January 24th, 2007**

This document outlines the goals and policies found in the current (1997) TSP, and comments made on them during the first AC meeting.

General Comment:

- *"In general, there should be more cross-referencing/interaction among modal objectives re: bike/ped/transit/car connections."*

Staff response: Incorporate this into revised Goals and Objectives.

WALKING GOALS

GOAL STATEMENT 1: Provide a continuous citywide network of safe and convenient walkways that is integrated with other transportation modes.

Comments:

- *"Add text to read: modes...and that does not cause bicycles and pedestrians to come into conflict."*

Staff response: Incorporate this into revised Objectives.

- *"Keep up the sidewalks we have - fix the cracks."*

Staff response: Forward this comment for consideration at Pedestrian Workshop.

OBJECTIVE #1: To integrate pedestrian facilities into all planning, design, construction and maintenance activities.

OBJECTIVE #2: To connect local walkways to local destinations such as schools, parks, community centers, libraries with other activity centers including the Milwaukie Regional Center and designated main streets, and to connect to other transportation modes such as public transit that lead to regional destinations and activity centers.

Comments:

- *" Create a mapping system."*

Staff response: The TSP project will map all existing walkways. Incorporate this into new Objectives.

- *"Create a marking system in place of actual sidewalks."*

Staff response: Forward this comment for consideration at Street Design Working Group.

OBJECTIVE #3: To provide adequate funding for planned walkway network improvements.

Comment:

- *"What source?" (for funding)*

Staff response: Incorporate this into revised Goals.

GOAL STATEMENT 2: Maintain and enhance existing and future pedestrian facilities to encourage use.

OBJECTIVE #1: To coordinate an ongoing pedestrian facilities maintenance program.

Comment:

- *"We are not maintaining what we have!"*

Staff response: Incorporate this into revised Goals.

GOAL STATEMENT 3: Increase the use of walking for all travel purposes.

OBJECTIVE #1: To decrease the number of automobiles using roadways in Milwaukie.

OBJECTIVE #2: To increase the health and physical well-being of Milwaukie citizens through walking.

OBJECTIVE #3: To encourage employers to promote walking among employees and customers.

Comments:

- *"Complete Streets' - sidewalks on both sides (where homeowners want them)."*
- *"Create safe crossings for children & handicap & safety islands".*
- *"Beautiful streets - underground utilities, plant more trees."*
- *"Accessible pedestrian signals (audible)."*

Staff response: Incorporate these comments into revised Goals and forward for consideration to Pedestrian Workshop and Street Design Working Group.

GOAL STATEMENT 4: Reduce the number of pedestrian related accidents by increasing the safety and security of pedestrians.

OBJECTIVE #1: To promote pedestrian safety education programs for the improvement of traffic skills and observation of traffic laws, and to promote safety for all pedestrians.

Comment:

- *"Start with high school drivers."*

Staff response: Forward this comment for consideration at Traffic & Street Network Working Group.

OBJECTIVE #2: To reduce pedestrian and motorist violation of traffic safety laws.

Comments:

- *"Connectivity increases safety."*
- *"Signage and street markings near crossings."*

Staff response: Forward these comments for consideration at Traffic & Street Network and Street Design Working Groups.

BICYCLING GOALS

GOAL STATEMENT 1: Provide a continuous citywide network of safe and convenient bikeways and routes that is integrated with other transportation modes.

Comment:

- *"Edit to read: modes...and routes to other locations in the area."*

Staff response: Incorporate this into revised Objectives.

OBJECTIVE #1: To integrate bicycle facilities into all planning, design, construction and maintenance activities.

Comments:

- *"Make sure bike lanes don't dead-end & kick cyclists into traffic."*
- *"Second that"*
- *"Drain grates are often significantly lower than pavement - hazardous!"*

Staff response: Forward these comments for consideration at Bicycle and Pedestrian Workshops.

OBJECTIVE #2: To connect local bikeways and routes for bicyclists to ride to local and regional destinations, activity centers, connections to other transportation modes and the regional bicycle network.

Comments:

- *"Enact bike license to account for \$'s spent on bike travel."*
- *"Consider bike lockers at transit centers"*
- *"Sweep bike lanes of gravel & glass."*

Staff response: Forward these comments for consideration at Bicycle and Pedestrian Workshops.

OBJECTIVE #3: To provide adequate funding for planned bikeway network improvements.

GOAL STATEMENT 2: Maintain and enhance existing and future bicycle facilities to encourage use.

OBJECTIVE #1: To provide an ongoing bicycle facilities maintenance program.

GOAL STATEMENT 3: Increase the use of bicycles for all travel purposes.

OBJECTIVE #1: To provide adequate bicycle support facilities.

OBJECTIVE #2: To increase the health and physical well-being of Milwaukie citizens through bicycling.

OBJECTIVE #3: To encourage employers to promote bicycle use among employees and customers.

Comments:

- *"Provide mandatory bicycle education and/or absolve drivers who have 'issues' with bicyclists are clearly in the wrong!"*
- *"Connectivity and loops promote biking."*
- *"Be aggressive on marking more, or creating more, bike lanes."*

Staff response: Forward these comments for consideration at Bicycle and Pedestrian Workshops.

GOAL STATEMENT 4: Reduce the number of bicycle-related accidents by increasing safety and security of bicyclists.

OBJECTIVE #1: To promote bicycle safety education programs for the improvement of bicycle handling skills, traffic skills, and observation of traffic laws, and to promote safety for bicyclists of all ages.

OBJECTIVE #2: To promote motorists' understanding of the need for sharing the road.

OBJECTIVE #3: To reduce bicyclist and motorist violation of traffic safety laws.

OBJECTIVE #4: To increase security for bicycles and bicyclists.

Comments:

- *"New Objective #5 - Streamline the process for placing bike racks"*
- *"Allow bicycles on sidewalks"*

Staff response: Forward these comments for consideration at Bicycle and Pedestrian Work Shops.

TRANSIT GOALS

GOAL STATEMENT 1: Work with Tri-Met to provide local citizens with a convenient and

accessible public transit system that is integrated with other transportation modes and transit-supportive land use development.

Comment:

- *"Edit to read: Work through a collaborative/join effort of Milwaukie citizens and regional transportation teams to provide local citizens..."*

Staff response: Incorporate this in revised Goals and Objectives.

- *"Increased density is not the best solution to transit."*

Staff response: Transit service is identified in the Comprehensive Plan as part of an energy-efficient transportation system that improves air quality.

OBJECTIVE #1: To integrate transit facilities and services, as appropriate.

OBJECTIVE #2: To connect local walkways and bikeways to the public transit system that serves regional destinations and activity centers including the Milwaukie Regional Center.

Comment:

- *"Correct it to be Town Center."*

Staff response: Incorporate this into revised Objectives.

OBJECTIVE #3: To support a public transit system that is accessible to the largest number of people.

Comments:

- *"Including, for example, transportation disadvantaged citizens."*

Staff response: Incorporate this into revised Objectives.

- *"Be sensitive to schools' needs!"*
- *"Include senior and disabled transit needs, access to services and businesses."*

Staff response: Forward these comments for consideration at the Transit Working Group.

GOAL STATEMENT 2: Ensure that Tri-Met maintains and enhances existing and future transit facilities and services to encourage use.

Comments:

- *"Revise to read: ...encourage use to explore alternative means."*
- *"TriMet /Metro would be well-served to spend a few bucks in Milwaukie rather than doing everything on the cheap!"*

Staff response: Forward these comments for consideration at the Transit Working Group.

OBJECTIVE #1: To coordinate with Tri-Met on an ongoing transit facilities maintenance program.

OBJECTIVE #2: To coordinate with Tri-Met and adjacent jurisdictions on identifying existing and future transit related needs.

OBJECTIVE #3: To support adequate funding for planned transit system improvements.

Comments:

- *"Revise Goal 1 - Drop 'TriMet' to recognize other providers (e.g. Senior Centers)."*

Staff response: Reflect this comment in revised Goals.

- *"Goal 1, Objective 4 - River Transit?"*

Staff response: River Transit was explored during Metro's South Corridor Alternatives Analysis in 2003.

- *"Ditto"*
- *"Include TDM provision."*
- *"Paratransit"*
- *"Move the transit center to Southgate!"*
- *"Include safety provision."*

Staff response: Forward these comments for consideration at the Transit Working Group.

STREETS

GOAL STATEMENT 1: Provide an accessible transportation system that links different transportation modes to destinations within the City and to regional destinations using the regional transportation network.

OBJECTIVE #1: To rely on existing Freeways/Expressways and Major Arterials as the regional streets network, for the through movement of regional traffic.

Comments:

- *"Those who live on arterials have need to 'safely' enter road with vehicle."*

Staff response: Forward this comment for consideration at the Traffic & Street Network Working Group.

GOAL STATEMENT 2: Provide a safe, well-maintained, cost-effective and convenient transportation system.

OBJECTIVE #1: To classify roadways within the City for the multimodal functions and adjacent land uses they serve.

Comments:

- " To consistently classify... "

Staff response: Reflect this comment in revised Objectives.

OBJECTIVE #2: To improve the access, circulation and safety of roadways.

OBJECTIVE #3: To ensure that neighborhood and local streets serve local traffic in a safe manner.

Comments:

- "Avoid major cut-through conditions."
- "Use more signage to communicate speed."

Staff response: Forward these comments for consideration at the Traffic & Street Network Working Group.

OBJECTIVE #4: To maintain traffic flow and mobility on arterial and collector roadways.

OBJECTIVE #5: To maintain City streets in good to excellent condition as defined by the Pavement Quality Index.

OBJECTIVE #6: To enhance street system connectivity wherever practical and feasible.

Comments:

- "More policing of street as far as trailer and car long term parking."
- "Reclassify streets to serve Milwaukie residents and not cut-through traffic that does not live or work in our neighborhoods."
- "Balance freight and auto needs - prohibit and enforce 'no truck traffic'."
- "Build network of streets (e.g., connect streets)."
- "Stormwater integration/ permeable surfaces."
- "Better north/south connectivity."
- "Beautiful streets/ traffic calming."
- "Underground utilities."
- "Safe crossings at schools - safety islands."
- "Implement speed cushions in speed bumps for emergency apparatuses."

Staff response: Forward these comments for consideration at the Freight, Street Design, and Traffic & Street Network Working Groups.

RAIL AND TRUCK FREIGHT

GOAL STATEMENT 1: Ensure a safe, accessible and efficient rail freight system that facilitates the movement of goods to Milwaukie and through the region and State while

minimizing conflicts with other travel modes.

Comments:

- *"...and efficiently to and through..."*

Staff response: Reflect this comment in revised Goals.

- *"consider effects of noise and other by-products on neighborhoods, such as idling trains."*
- *"Grade separate at-grade road crossings."*
- *"Foster inter-modal/team rail facility."*
- *"Upgrade crossings to allow 'no horn blasts' through most key neighborhoods."*

Staff response: Forward these comments for consideration at the Freight Working Group.

OBJECTIVE #1: To ensure that commercial rail transportation moves safely and efficiently through Milwaukie and is accessible to Milwaukie businesses, as appropriate.

GOAL STATEMENT 2: Ensure a safe and efficient passenger rail system through Milwaukie that minimizes conflicts with other travel modes.

OBJECTIVE #1: To ensure that passenger rail transportation moves safely and efficiently through Milwaukie.

Comments:

- *"Will Milwaukie have passenger service? When?"*
- *"No rail transportation now comes to Milwaukie yet."*

Staff response: The City is working with ODOT, TriMet, Metro, Clackamas County, and the City of Portland to bring passenger light rail to Milwaukie in 2015.

GOAL STATEMENT 3: Provide a safe, cost-effective and efficient truck route system that facilitates the movement of goods and services to Milwaukie and through the region.

Comments:

- *"Freight should avoid neighborhoods as much as possible."*
- *"Provide dedicated truck delivery zones 9-5pm."*
- *"North industrial intersections with McLoughlin (especially Milport)."*

Staff response: Forward these comments for consideration at the Freight Working Group.

OBJECTIVE #1: To ensure that trucks have appropriate and adequate access within the City and through the region to deliver goods.

TRANSPORTATION PLANNING RULE

GOAL STATEMENT 1: Improve and enhance the livability of Milwaukie residents by decreasing reliance on the automobile and increasing the use of other modes to minimize transportation system impacts on the environment.

Comments:

- *"Consider omitting 'decreasing reliance on the automobile and increasing the use of other modes' for broader community support."*
- *"Finally understand that people will drive where they want/need to go & plan accordingly - public transit does not work for all."*

Staff response: Consider these comments for revised Goals and Objectives.

OBJECTIVE #1: To promote bicycling, walking and transit as more accessible modes of transportation through required improvements to the transportation system and land uses connecting to the transportation system.

Comments:

- *"Destination changes & additions - more parks/riverfront, community gardens, public spaces."*
- *"Street beautification/ underground utilities."*

Staff response: Forward these comments for consideration at the Street Design and Traffic & Street Network Working Groups.

TRANSPORTATION DEMAND MANAGEMENT

GOAL STATEMENT 1: Provide a Transportation Demand Management Program that works with employers and residents in Milwaukie to meet regional air quality and vehicle miles traveled reductions.

OBJECTIVE #1: To develop strategies and implement programs that can provide Oregon Department of Environmental Quality (DEQ) ECO Program compliance assistance to major employers/businesses and can assist the City in meeting Vehicle Miles Traveled (VMT) reductions for destination (i.e., work end) commutes and off-peak travel demand trips.

Comments:

- *"Consider impact of near term (5 yr) decline in oil/gasoline supplies and significant fuel price increase on mode choices/demand on infrastructure."*

Staff response: Reflect this comment in revised Objectives.

PARKING

GOAL STATEMENT 1: By 2015, reduce the number of overall parking spaces in the City by 10%.

OBJECTIVE #1: To develop strategies and implement programs/activities that reduce the overall need and number of parking spaces in the City.

Comments:

- *"Increase, not reduce."*
- *"Decrease per capita?"*
- *"Not realistic."*
- *"Allow limited parking on arterial streets like Lake."*

Staff response: Forward these comments for consideration at the Parking Workshop.

2

Goals and Policies

Overview

The transportation goals and policies form the basis for how the local transportation system will be developed and maintained over the next 20 years. The current goals and policies were adopted by the City of Milwaukie in 1997, and they need to be updated to reflect subsequent changes in plans and policies by other agencies. Since the last city Transportation System Plan was adopted, the Oregon Transportation Planning Rule has been amended several times, and Metro has updated their Regional Transportation Plan. In addition, other local jurisdictions are completing elements of their Transportation System Plans, including Milwaukie's neighbors, the City of Portland and Clackamas County.

The key updates to this chapter include:

- Street connectivity — Metro adopted street and walkway spacing standards that should be reflected in the local street connectivity plan within the TSP to guide future connections to larger vacant lands that work towards reducing out-of-direction travel for autos, bicyclists, and pedestrians.
- Level of Service — Metro and ODOT have adopted transportation plans with new standards for mobility during peak periods.
- Transportation modal targets — Incorporate Metro vehicle occupancy goals that reduce Milwaukie's share of the region's single-occupant vehicle trips by 2040, and support continued efforts by other agencies to reduce commuter travel. In Milwaukie, the best opportunity to reduce commute travel would be at larger employment sites within the City, and through encouraging broadband communication systems.

Recommended Goals and Policies

The previous goals and policies that were adopted in 1997 were thoroughly reorganized to break away from being associated with individual travel modes (street, bike, pedestrian, rail, etc.), to more general statements about livability, mobility, safety and economic vitality that are reflective of the Comprehensive Plan and current planning practices. The new organizational approach to the goals and policies better explains how these ideals can be

achieved through an integrated planning directives, rather than focusing only how best to attain ubiquitous transportation by a particular travel mode.

The policy framework of this Plan is organized as follows:

- Goal Statement - A statement that describes an ideal condition that the City desires to attain over time for various aspects of the transportation system. For example: Provide access to safe, affordable and reliable transportation choices for all Milwaukie residents and businesses;
- Policy Statements – One or more statements that are intended to outline specific measures that will be taken to achieve a goal; and
- Actions – Discrete steps to be completed that support or enact a specific policy statement.

The following section lists the recommended goals, policies and actions for the Milwaukie updated TSP.

Goal 1: Develop and maintain a balanced transportation system that provides travel choices and reduces the number of trips by single occupant vehicles.

- Policy a. Provide a citywide network of safe and convenient walkways and bikeways that are integrated with other transportation modes and regional destinations.
- *Action: The City will develop new and improved pedestrian routes with the ultimate goal of a complete ‘pedestrian network’ in Milwaukie.*
 - *Action: Sidewalk standards shall be developed to define various widths, as necessary, for City street types.*
- Policy b. Collaborate with TriMet and other transit providers to provide convenient and accessible public transit service.
- *Action: The City will identify key segments of pedestrian network to be constructed or improved to enhance transit access in under-served areas of the City.*
 - *Action: The City will identify key street crossing improvements needed to enhance safety and reliability of access to transit.*
- Policy c. Support travel options that allow individuals to reduce single-occupant vehicle trips.
- Policy d. Establish local non-Single Occupancy Vehicle (SOV) modal targets, subject to new data and methodology made available to local governments, for all relevant design types identified in the Regional Transportation Plan. Targets must meet or exceed the regional modal targets for 2040 Growth Concept land use design types as illustrated in the following table:

2040 Regional Metro Target Non-Single Occupant Vehicle

2040 Design Type	Modal Target
Regional centers, town centers, main streets, station communities, corridors	45 to 55 percent
Industrial areas, employment areas, inner neighborhoods, outer neighborhoods	40 to 45 percent

- Policy e. Encourage local employment and commercial opportunities to reduce the number of locally generated regional work and shopping trips.

Goal 2: Develop and maintain a transportation system that reduces the length of travel and limits congestion.

- Policy a. To enhance street system connectivity wherever practical and feasible.
- *Action: The City will develop a walkway route system, with a preferred spacing of no more than 330 feet, between elements of the City pedestrian network.*
 - *Action: The City will develop a local street system, with a preferred spacing of no more than 530 feet, between elements of the City street network.*
- Policy b. Maintain traffic flow and mobility on arterial and collector roadways.
- *Action: The City will work with ODOT and Clackamas County to preserve access control standards to reduce conflicts among vehicles and trucks, as well as conflicts between vehicles and pedestrians.*

Goal 3: Develop and maintain a transportation system that is safe.

- Policy a. Design safe and secure pedestrian and bicycle ways between parks, schools, and other activity centers in Milwaukie.
- Policy b. Design and construct all transportation-related improvements to meet City standards developed in the City's Transportation Design Manual, the Americans with Disabilities Act (ADA), to encourage provisions for bicycling, walking and transit use.
- Policy c. Adopt and implement access control and spacing standards for all streets under its jurisdiction to improve safety and promote efficient through-street movement. Access control measures should be generally consistent with Clackamas County access guidelines to ensure consistency on City and County roads.
- Policy d. The City will generally favor granting property access from the street with the lowest functional classification.

Goal 4: Design and construct transportation facilities in a manner that enhances the livability of Milwaukie.

- Policy a. Increase the health and physical well being of Milwaukie citizens through walking and bicycling.
- Policy b. Protect residential neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas.
- *Action: Allow for neighborhood traffic management.*
- Policy c. Protect residential neighborhoods from excessive noise and pollutants associated with higher functional class streets, industrial uses, and rail activities.
- Policy d. Minimize the “barrier” effect of large transportation facilities for non-motorized modes of travel.
- *Action: Develop pedestrian crossing spacing, traffic signal spacing and landscape standards for large arterials in Milwaukie, in conjunction with Clackamas County and Metro.*
- Policy e. Construct a transportation system that is accessible to all members of the community.
- *Action: Construct new transportation facilities and rebuild existing facilities to fully comply with the Americans with Disabilities Act.*
- Policy f. Provide a seamless and coordinated transportation system that is barrier-free, provides affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low income, children, seniors and people with disabilities.

Goal 5: Promote the development of Milwaukie, the state, and the national economy through the efficient movement of people, goods, services, and information in a safe manner.

- Policy a. Ensure a safe and efficient freight system that facilitates the movement of goods to, from, and through Milwaukie and through the region and State while minimizing conflicts with other travel modes.
- Policy b. Consider constructing grade separation or gate control for all railroad crossings.
- *Action: Support the upgrading of railroad grade crossings to current design standards.*
- Policy c. Provide transportation facilities that support land development that is consistent with the Comprehensive Plan.
- Policy d. Evaluate land development projects to determine possible adverse traffic impacts.
- Policy e. Ensure that all new development contributes a fair share toward on-site and off-site transportation system improvement remedies.
- *Action: Require dedication of land for future streets when development is approved.*
 - *Action: The property developer shall be required to make street improvements for their portion of the street commensurate with the proportional benefit that the improvement provides the development.*
- Policy f. Manage parking in downtown to support revitalization, according to the vision in the *Milwaukie Downtown and Riverfront Plan*. The purpose of, and priority for, on-street parking in the downtown is to support the vitality of the retail core.

Goal 6: Establish and maintain a context sensitive set of transportation design and development regulations.

- Policy a. Design streets to support their intended users.
- *Action: Develop a street functional class system, which meets the City's needs and respects the needs of other agencies (Clackamas County, ODOT, Metro, City of Portland). Appropriate design standards for these roadways shall be developed by the appropriate jurisdictions.*
 - *Action: Develop a primary emergency response route system for roadways within Milwaukie, in coordination with the Clackamas County Fire District #1. Appropriate traffic calming guidelines for these routes shall be developed in coordination with Clackamas County Fire District #1 and other local emergency service providers.*
- Policy b. Integrate bicycle and pedestrian facilities into all planning, design, construction and maintenance activities.
- Policy c. Require developers to include pedestrian, bicycle, and transit-supportive improvements within proposed developments and to adjacent right-of way in accordance with adopted policies and standards.
- Policy d. Promote context-sensitive transportation facility design, which fits the physical context, responds to environmental resources, and maintains safety and mobility.
- *Action: Allow for design exceptions to various street elements (e.g., reduced lane width, methods and materials for provisions of sidewalks, etc.) to fit constrained settings, or unusual applications. Design exceptions would be subject to the review and approval of the City Engineer.*
 - *Action: Allow for design options related to storm drainage design on City facilities. These 'green street' design options would be subject to the review and approval of the City Engineer.*

Goal 7: Provide a transportation system that meets present needs without compromising the ability of future generations to meet their needs.

- Policy a. Encourage an energy efficient transportation system.
- Policy b. Increase the use of walking and bicycling for all travel purposes.
- Policy c. Improve and enhance the livability of Milwaukie residents by decreasing reliance on the automobile and increasing the use of other modes to minimize transportation system impacts on the environment.
- Policy d. Practice stewardship of air, water, land, wildlife, and botanical resources. Take into account the natural environments in the planning, design, construction and maintenance of the transportation system.

Goal 8: Develop a transportation system that is consistent with the City's Comprehensive Plan and adopted state and regional plans.

- Policy a. Coordinate and cooperate with adjacent jurisdictions and other transportation agencies to develop transportation projects that benefit the City of Milwaukie and the region as a whole.
- *Action: Work with Metro to develop travel forecasts for the City that are used to assess future regional travel needs. The City will participate in verifying housing and employment forecasts to be used when Metro updates the Regional Transportation Plan.*
- Policy b. Work collaboratively with other jurisdictions and agencies so the transportation system can function as one system.
- *Action: Consider adopting the State access management and interchange spacing standards for Interstate Highway 205 and State Highways 99E and 224.*
 - *Action: Consider adopting the State mobility standards for all state facilities, based on the Oregon Highway Plan.*
 - *Action: Coordinate with ODOT regarding provisions in the Oregon Highway Plan for expressways and Special Transportation Areas.*
- Policy c. Coordinate with other jurisdictions and community organizations to develop and distribute transportation-related information.
- Policy d. Review City transportation standards periodically to ensure consistency with regional, State and federal standards.
- Policy e. Coordinate with TriMet, the Milwaukie Center, and adjacent jurisdictions to identify existing and future transit related needs.
- *Action: Coordinate with TriMet to provide additional rider amenities (shelters, lighting, trash cans, and route information) at transit stops within the City that are consistent with TriMet guidelines.*
- Policy f. Coordinate with local railroad companies and the Oregon Public Utilities Commission to provide an efficient and accessible commercial railroad system in and through Milwaukie.

Policy g. Coordinate with ODOT to address improvements to State highways within Milwaukie that will benefit all modes of transportation.

Goal 9: Efficiently use funding sources to implement transportation system improvement projects recommended in the TSP.

- Policy a. Plan for an economically viable and cost-effective transportation system.
- Policy b. Identify and develop diverse and stable funding sources to implement recommended projects in a timely fashion.
- Policy c. Ensure maintenance of the transportation system as a priority.
- Policy d. Identify local street improvement projects that can be funded by the State of Oregon to improve the state highway system.
- *Action: The City will identify local street system improvements that are cost-effective in improving state facility conditions. These projects could be candidates for State financial assistance.*
- Policy e. Provide funding for local match share of jointly-funded capital projects with other public partners.
- Policy f. Funding should be prioritized to enable projects and programs that are most effective at meeting the goals and policies of the transportation system plan.
- *Action: The City will develop and apply outcome-based funding strategies for crucial transportation investments in the community.*

3

Existing Conditions

This chapter presents the existing conditions of the transportation network in the study area for the City of Milwaukie transportation system plan. The purpose of this chapter is to document the existing transportation facilities in the study area, as well as provide a basis of knowledge and benchmark that is essential for the future assessment of transportation performance in the City relative to desired policies.

Overview

Existing transportation conditions in the City of Milwaukie were evaluated in late 2006 as part of the 2007 Transportation System Plan (TSP) Update. The existing traffic and transportation conditions for the following modes of travel and items that affect the transportation environment were inventoried and analyzed:

- Pedestrian
- Bicycle
- Transit
- Motor Vehicle
- Freight
- Rail
- Parking
- Environmental Justice
- Environmental Resource

This list of areas covered includes two topics not previously included in the prior 1997 Transportation System Plan: Environmental Justice and Environmental Resources. Environmental Justice with respect to transportation is aimed at identifying underserved and vulnerable populations to help increase outreach efforts to adequately service those areas within the City. Environmental Resources within this document helps to identify and map environmentally sensitive areas with respect to flood plains, fish and wildlife habitat, wetlands, vegetation and local historical resources.

The City of Milwaukie is located within Clackamas County just south of the City of Portland (Multnomah County), east of the Willamette River, north of Gladstone, and to the west of

Interstate 205. Figure 3-1a (see following pages) shows the location of the City of Milwaukie with respect to the Portland metropolitan region. The study area for this analysis has been defined as the City of Milwaukie boundary limits and includes twenty-two intersections that were selected for evaluation through coordination with the City of Milwaukie in order to address major roadways and areas of concern. Figure 3-1b (see following pages) shows this study area and the study area intersections. Traffic data was gathered at these locations and analyzed in order to evaluate area traffic conditions including levels of activity and levels-of-service.

In addition, regional transportation system inventories were utilized to map and analyze existing data, such as annual transit patronage data (TriMet), automatic traffic volume recording locations (ODOT and Clackamas County), and safety/collision data (ODOT and City of Milwaukie) to name just a few. The following sections describe the City's existing transportation facilities and their usage and performance for the applicable travel modes and/or applicability to the transportation system in the City of Milwaukie.

Pedestrians

The main objective of the City's Transportation System Plan (TSP) is to inventory, evaluate, and plan for all modes of travel, and walking is one of the oldest modes of travel that exists. Additionally, the Oregon Transportation Planning Rule (TPR) requires cities to promote livability and accessibility and to include bicycle and pedestrian plans in their TSPs.¹

The Metro Regional Transportation Plan (RTP) identifies Downtown Milwaukie as a Town Center, a local activity area that provides a range of local retail and service opportunities within close proximity to each other. Milwaukie's downtown is characterized by a variety of small specialty retail shops, storefront businesses, and a historic street grid network. There are three parks within downtown and five schools within the town center boundary. These features provide hubs for and sources of pedestrian activity.

Existing Pedestrian Facilities

All of the sidewalks and trails within the City of Milwaukie were inventoried and are displayed in Figure 3-2 (see following pages). Many sections of the City's arterial and collector streets, identified as Major Roads on Figure 3-2, have sidewalks on at least one side of the street. Of these sidewalks, a typical configuration is a curb tight design, meaning the sidewalk is constructed with no space between it and the curb.

In general, however, the neighborhoods to the northeast of Highway 224 lack adequate pedestrian facilities. Many older residential areas in this part of the City have no sidewalks whatsoever. The downtown and residential areas to the southwest of Highway 224 have sidewalks on both sides of sixty to eighty percent of streets. This patchwork of sidewalks is well

¹ (OAR 660-012-0020) Department of Land Conservation and Development, Division 12, Transportation Planning Rule

Figure 3-1a: Regional Figure

Figure 3-1b: Study Area

Figure 3-2: Sidewalk Inventory

illustrated in Figure 3-2 (shown on previous page), which shows the connections—or lack thereof—to major roadways, downtown Milwaukie, and various neighborhoods.

Based on a visual inspection, many of the sidewalks that do exist are in good to excellent condition with no major cracking or heaving. Examples of sidewalks in very good or excellent condition are SE 37th Avenue near Milwaukie Marketplace and along SE McLoughlin Boulevard near downtown. Almost all sidewalks are located in the public right-of-way; however, in Milwaukie, it is the responsibility of the adjacent property owner to repair sidewalks in poor condition.

Sidewalks are rarely free of obstructions, and Milwaukie sidewalks are no exception. In addition to the occasional utility pole, Milwaukie residents have to share their sidewalks with mailboxes, as many Milwaukie residents have rural mail delivery service. This is more of a concern where older, narrower sidewalks exist, for instance, the western portion of Lake Road, where the sidewalk is narrow and made of asphalt.

Wheelchair ramps are not currently provided at every intersection with sidewalks. Since 1991, when the Americans with Disabilities Act (ADA) was enacted, the City has required and installed wheelchair ramps with sidewalk projects. Over the past few years, the City has retrofitted numerous intersections in the downtown area with wheelchair ramps. There are still a number of intersections that have partial or no ramps and need to be retrofitted.

Pedestrian crosswalks exist primarily at signalized intersections and crossings. Most these intersection have crosswalks on all four legs, but there are a few where crosswalks are only partially provided.

A regional multi-use path, the Springwater Trail, extends east from SE Ochoco Street, continuing along SE Johnson Creek Boulevard to SE Linwood Avenue, where it reaches past the City limits heading east. East of SE 45th Avenue, this trail serves as a pedestrian facility for SE Johnson Creek Boulevard, as there are no sidewalks on this stretch of road. The recently completed Three Bridges Project, with bridges crossing the Union Pacific Railroad, SE McLoughlin Boulevard, and SE Johnson Creek Boulevard has extended the Springwater Trail westward to the intersection of SE 19th Street/SE Ochoco Street. This trail is nearly continuous and connects Portland to Milwaukie. However, there is limited access to the trail between SE 45th Avenue and SE Ochoco Street due to grade separation of the trail and the streets it crosses. There is also the Kellogg Creek Trail, a regional multi-use path, recognized by Metro as being part of the North Clackamas Greenway. The trail is 7.5 feet wide and extends from SE Harrison Street to SE Eagle Street, connecting the riverfront with the Island Station neighborhood. This trail serves as an alternative multi-use path along SE McLoughlin Boulevard and along the riverfront. Another trail that is partially constructed is the Trolley Trail in Downtown Milwaukie.

Pedestrian Volume

Pedestrian crossing volumes were counted at the study intersections during the winter/fall of 2006, and are shown in Figure 3-3a and Figure 3-3b (shown on the following pages). The counts were taken during the evening peak period (4:00 to 6:00).

Figure 3-3a: Pedestrian and Bicycle PM Peak Hour Volumes

Figure 3-3b: Pedestrian and Bicycle PM Peak Hour Volumes

PM) at the study intersections, and represent a snapshot in time of pedestrian travel. The reported pedestrian volumes can be expected to increase during summer months due to better weather conditions.

The most significant pedestrian movements occur near retail and educational areas, including downtown Milwaukie, the intersection of SE Linwood Avenue and SE King Road, and the intersection of SE Johnson Creek Boulevard and SE Linwood Ave. Along major roadways, such as SE McLoughlin Boulevard and Highway 224, pedestrian crossings are limited to locations with traffic signal controls, due to high motor vehicle volumes and speeds.

Summary of Pedestrian Findings

The following summarizes key pedestrian findings related to the level of activity documented as well as deficiencies for this mode of travel. These findings will be utilized to help guide future improvements to address the deficiencies for this mode of travel in the transportation network.

- The majority of study area intersections have pedestrian activity levels on individual legs of the intersections that are 10 crossings or less during the PM peak hour. Locations with higher activity levels than this occur along SE Linwood Avenue and SE Harrison Street.
- There are a number of discontinuous sidewalks within the City of Milwaukie that prohibit the ease of use for pedestrians to travel in and around the City. These occur primarily in the east and north areas of the City.
- The City contains numerous dead-end and curvilinear streets that also serve to hamper pedestrian connectivity. Travel between the northern and southern areas of the City is particularly problematic due to the location of Highway 224 and the railroad line that parallels it to the north. Both of these transportation facilities act as barriers to pedestrian travel because there are few places where these facilities can be crossed. The roadway width and average vehicle speed on Highway 224 also contribute to this barrier effect.
- The widespread use of asphalt at the City's railroad crossings is also of concern to pedestrians because it is more prone to buckling than concrete. The City has numerous at-grade railroad crossings, and the asphalt condition at these crossings varies widely. Those crossings with uneven walking surfaces, such as the one at Oak Street, are of special concern to elderly and disabled individuals.

Bicycles

The main objective of the City's Transportation System Plan (TSP) is to inventory, evaluate, and plan for all modes of travel. Additionally, the Oregon Transportation Planning Rule (TPR) requires cities to promote livability and accessibility and to include bicycle and pedestrian plans in their TSPs.² The TPR also requires cities to provide bikeways along roads classified as arterials and major collectors.³ Figure 3-4 (shown on following page) shows the existing bicycle facility inventory in Milwaukie.

Existing Bicycle Facilities

There are a limited number of existing bikeways and bicycle facilities in Milwaukie. A bikeway can include any road which is designed to accommodate bicycles through increased lane or shoulder widths.⁴ In addition to wider lanes or shoulders, a bikeway can also be designated through pavement markings. A bicycle facility is any facility which provides a benefit for bicyclists.⁵ On-road bikeways generally occur on arterial and collector streets and can consist of a delineated bike lane or a wide shoulder (six feet or more). However, in the City of Milwaukie, bikeways do not exist on all arterial or collector streets. North-south bikeways are also mostly discontinuous, except for Linwood Avenue. In general, bikeways exist on the edges of the city and lack connectivity through the city. The Metro Regional Transportation Plan (RTP) identifies Highway 224 and parts of SE McLoughlin Boulevard as regional on-street bikeways, although the lack of marked bike lanes and higher traffic volumes and speeds along these corridors may discourage use of these bikeways by bicyclists.

There are two off-road multi-use trails that enhance bicycle access in Milwaukie. The regionally significant Springwater Trail parallels SE Johnson Creek Boulevard in Milwaukie, which connects bicyclists to downtown Portland to the northwest and to the I-205 north-south multi-use trail to the east. The recently completed Three Bridges Project, has extended the Springwater Trail westward to the intersection of SE 19th Street/SE Ochoco Street, and made this trail nearly continuous. However, due to grade separation, there is limited access to the trail in some locations. Another off-street facility available in the City of Milwaukie is the Kellogg Creek Trail in the downtown riverfront area, which is part of the North Clackamas Greenway. Bicyclists also have access to a portion of Trolley Trail, which is partially constructed in Downtown Milwaukie.

In general, bicycle facilities are limited in Milwaukie, making it difficult for bicyclists to safely and easily access activity centers and other local and regional destinations. Bikeway facilities such as bicycle detectors at signalized intersections and bikeway signage do not currently exist.

² (OAR 660-012-0020) Department of Land Conservation and Development, Division 12, Transportation Planning Rule

³ (OAR 660-012-0020) Department of Land Conservation and Development, Division 12, Transportation Planning Rule

⁴ Oregon Bicycle and Pedestrian Plan, Oregon Department of Transportation, June 14, 1995

⁵ IBID

Figure 3-4: Bicycle Facilities

Based on a general visual survey, the surface conditions of bikeways are generally good to excellent with the exception of King Road. There are many safety concerns with the on-road bikeways, which are related to land use and vehicular traffic volumes and speeds, but generally most bicyclists prefer to use marked bicycle facilities which are in good condition over unmarked shared bicycle/vehicular lanes.⁶

Bicycle Volume

Bicycle counts were conducted in Fall 2006 during the evening peak period (4:00 to 6:00 PM) at the study intersections shown in Figure 3-3a and Figure 3-3b (found in previous pages). The reported bicycle volumes are generally low. Twelve of the twenty-two intersections had no reported bicycle trips, and no intersection had a total of more than three bicycle trips. The low counts are partly a result of the inclement fall weather and the number of bicycle trips can be expected to increase during the summer months.

Summary of Bicycle Findings

The following summarizes key bicycle findings related to the level of activity documented as well as deficiencies for this mode of travel. These findings will be utilized to help guide future improvements to address the deficiencies for this mode of travel in the transportation network.

- The majority of study area intersections have total bicycle crossing activity levels of 3 or less during the PM peak hour, indicating minimal on-street bicycle activity.
- In general, bikeways exist on the edges of the city and lack connectivity through the city. The Springwater Trail along the northern edge of the City is a valuable off-road bikeway; however, it is currently difficult to access west of SE 45th Avenue. Bicyclists traveling between the northern and southern areas of the City are impeded by the location of Hwy 224 and the railroad line that parallels it to the north.

⁶ Oregon Bicycle and Pedestrian Plan, Oregon Department of Transportation, June 14, 1995

Transit

Fixed route, dial-a-ride and paratransit services are available within the City of Milwaukie for both local and regional trips. These services are provided by both the City of Milwaukie and the Tri-County Metropolitan District of Oregon Transit (TriMet). TriMet provides transit service to and from Milwaukie, with fixed route transit services including routes 28, 29, 31, 32, 33, 34, 70, 75, 99, and 152. These routes, their approximate headways, the locations of stops, shelters, transit center and park-and-ride are shown in Figure 3-5 (shown on page 3-15).

Table 3-1 shows each bus route’s schedule, approximate headway, and main destinations.⁷ Most of the bus lines serving the city operate with average headways of 30 minutes or less (three have 15 minute headways) during the peak weekday commute hours. Bus service is limited on the weekends. When in service, the bus routes listed above transport riders to several local and regional destinations, including downtown Milwaukie, Clackamas Town Center, downtown Portland, Oregon City, Clackamas Transit Center, Milwaukie Providence Hospital, Lloyd Center, Clackamas Community College, and the Milwaukie Center.

Table 3-1: Service Route Schedules and Destinations

Existing Public Transit Service in Milwaukie					
Line #/Name	Weekday		Weekend		Destinations Served (partial list)
	Schedule	Approx Headway (Min)	Schedule	Approx Headway (Min)	
28 - Linwood	6:00 AM- 7:00 PM Peak and Offpeak	60			Milwaukie Transit Center Clackamas Town Center
29 - Lake/Webster	6:00 AM - 7:30 PM Peak and Offpeak	60			Milwaukie Transit Center Clackamas Town Center
31 - Estacada	6:00 AM - 10:00 PM Peak and Offpeak	30	Sat: 6:30 AM 10:00 PM Peak Offpeak	30 60	Milwaukie Transit Center Clackamas Town Center Transit Center Downtown Portland
32 - Oatfield	6:00 - 9:30 PM Peak Offpeak	30 60	Sat: 9:00 AM - 7:00 PM Peak and Offpeak	60	Milwaukie Transit Center Clackamas Comm. College Downtown Portland Oregon City Transit Center
33 - McLoughlin	5:00 - 12:30 AM Peak Offpeak	15 30	Sat & Sun: 6:30 - 12:30 AM Peak Offpeak	15 30	Clackamas Comm. College Downtown Portland Oregon City Transit Center Milwaukie Transit Center

⁷ A headway is the amount of time between bus arrivals.

Existing Public Transit Service in Milwaukie					
Line #/Name	Weekday		Weekend		Destinations Served (partial list)
	Schedule	Approx Headway (Min)	Schedule	Approx Headway (Min)	
34 - River Road	6:00 AM - 7:00 PM Peak Offpeak	60 30	Sat: 9:00 AM - 7:00 PM Peak and Offpeak	60	Oregon City Transit Center Milwaukie Transit Center
41 - Tacoma	6:00 AM - 6:30 PM Peak Offpeak	30 45			Milwaukie Transit Center Downtown Portland
70 - 12th Avenue	5:00 AM - 9:30 PM Peak Offpeak	15 30	Sat & Sun: 6:00 - 12:30 AM Peak Offpeak	15 60	Milwaukie Transit Center Lloyd Center
75 - 39th Avenue/Lombard	5:00 AM - 9:30 PM Peak Offpeak	10 -15 30	Sat: 6:30 AM- 7:00 PM Peak Ofpeak Sun: 6:00 12:30 AM Peak Offpeak	30 15 15 -20 30	Milwaukie Transit Center Milwaukie Providence Hospital
99 - McLoughlin Express	Peak Only	20			Clackamas Comm. College Downtown Portland
152 - Milwaukie Shuttle	6:30 - 5:00 PM Peak Offpeak	30 60			Milwaukie Transit Center Clackamas Town Center Milwaukie Center

Note: Shaded cells indicate no bus service by route on weekends.

The City of Milwaukie is divided up into seven officially recognized Neighborhood District Associations and two business and industrial centers, each with varying levels of transit coverage. Table 3-2 summarizes the transit service and amenities available in the different neighborhoods. All of the neighborhoods in Milwaukie have access to transit, with some neighborhoods having more transit opportunities than others. Research has shown that a transit rider will walk up to ¼ of one mile to a transit stop.⁸ Figure 3-5 (shown on following page) indicates areas within ¼ mile of existing transit stops.

⁸ Planning Commission TOD Committee, Walking Distance Research, http://www.fairfaxcounty.gov/planning/tod_docs/walking_distance_abstracts.pdf, Fairfax County, Virginia.

Figure 3-5: Existing Transit Facilities

Table 3-2: Neighborhood Service Routes and Transit Amenities

Neighborhood	Transit Route #'s	Stops	Facilities
Ardenwald	31, 75, 28	39	2 Shelters
Hector Campbell	31	12	No Extra Facilities
Historic Milwaukie	29, 31, 32, 33, 34, 70, 75, 99, 28, 152	36	1-Transit Center with Shelters 1-Park & Ride
Island Station	33, 34, 99	13	No Extra Facilities
Lake Road	29, 32	30	No Extra Facilities
Lewelling	28, 31, 75	30	No Extra Facilities
Linwood	28, 31	26	No Extra Facilities
McLoughlin Industrial	31, 32, 33, 41, 99	17	3-Shelters
Milwaukie Business & Industrial	31, 152	22	No Extra Facilities

Milwaukie’s only bus transit center is located in downtown Milwaukie on the blocks surrounding City Hall. In addition to the transit center, a single park and ride is also available, located along Lake Road south of downtown. TriMet has plans to construct a second park and ride facility on SE Main Street at the site of the former Southgate Theater. Currently there are only six shelters provided within the City of Milwaukie. TriMet typically considers locating transit shelters at stops with 35 or more boardings per day.⁹ There are three stops which meet this minimum boarding threshold, and yet do not offer shelters.¹⁰ These stops are located near the intersections of SE Harrison Street/SE 24th Avenue, SE 42nd Avenue/SE Llewellyn Street, and SE Linwood Road/SE King Road.

Transit service quality, or its Level of Service (LOS), is measured as the headway between arriving buses. Headway is the average amount of time that a person could expect to wait to catch a bus. In essence, a transit service with a low headway (<10 min) provides a high LOS (“A”), because vehicles are arriving frequently (~1 vehicle every 10 minute). The average headways and corresponding LOS (based on the *Highway Capacity Manual* methodology¹¹) for each of the routes serving Milwaukie are listed in Table 3-3.

⁹ *Design Criteria*, TriMet, August 2002.

¹⁰ Based on Fall 2006 weekday bus boarding information as provided by TriMet.

¹¹ *2000 Highway Capacity Manual*, Transportation Research Board, 2000, Chapter 27.

Table 3-3: TriMet Service Routes and Weekday Peak Period Level of Service

Route	Average Headway (minutes)			Level of Service (LOS) (based on headways)		
	AM	Midday	PM	AM	Midday	PM
#28 Linwood	50	69	60	E	F	E
#29 Lake/Webster Road	50	69	60	E	F	E
#31 Estacada - EB	27	30	19	D	E	C
#31 Estacada - WB	20	30	30	D	E	E
#32 Oatfield - SB	34	60	22	E	E	D
#32 Oatfield - NB	17	51	33	C	E	E
#33 McLoughlin	15	15	15	C	C	C
#34 River Road - SB	35	50	30	E	E	E
#34 River Road - NB	31	56	31	E	E	E
#41 Tacoma	30	45	29	E	E	D
#70 12 th Avenue - NB	15	15	15	C	C	C
#75 39 th Ave/Lombard	12	15	13	B	C	B
#99 McLoughlin Express - SB	--*	--*	13	--*	--*	B
#99 McLoughlin Express - NB	18	--*	--*	C	--*	--*
#152 Milwaukie - SB	30	60	>60	E	E	F
#152 Milwaukie - NB	60	48	30	F	E	E

Note: AM Period = 06:00-08:30, Midday Period = 08:30-16:00, PM Period = 16:00-18:00

Level of Service (LOS) for transit service based on headway: less than 10 minutes = LOS A;

10-14 minutes = LOS B; 14-19 minutes = LOS C; 20-29 minutes = LOS D; 30-60 minutes = LOS E;

and greater than 60 minutes = LOS F.

*No service.

Special Transit Services

Special transit services are available to residents of Milwaukie through the Milwaukie Center Transportation Program, and TriMet Lift Program. The Milwaukie Center Transportation Program is part of the Clackamas County Transportation Consortium, which is dedicated to providing coordinated transportation services to seniors and ADA-eligible persons. Transit opportunities are also available to the residents of Hillside Manor and Hillside Park, a low income housing area located near the corner of SE Hillside Court and SE 32nd Avenue. The Milwaukie Center, located within North Clackamas Park is a community center which offers different social services and a place for social gatherings. The different transit programs available through the Milwaukie Center include:

- The Dial-a-Ride program, which offers rides to service area residents who are over age 60 or disabled. The service offered is available within the City of Milwaukie and its urban growth boundary, and runs between locations, such as the Milwaukie Center, shopping locations and the residents' homes.
- The Transportation Reaching People (TRP) Program is a volunteer service available to

- seniors and people with disabilities, and consists of drivers from Clackamas County Volunteer Connection. It takes people to their appointments on a donation basis.
- The Catch-a-Ride program, offers similar services to residents of Hillside Manor, Hillside Park and other Milwaukie Area Residents. It serves a number of different locations within the city, including the Milwaukie Transit Center & Clackamas Town Center.

TriMet, the primary public transportation provider in the region, has a special transit program that serve Milwaukie residents.

- The TriMet Lift Program provides small bus transportation services that are equipped to handle persons with disabilities. Those eligible for program service have physical or mental disabilities that prevent their use of fixed-route transit service (as required by the Americans with Disabilities Act). This service is available seven days per week and the TriMet service area is a .75 mile radius around existing bus routes. Eligible users are to call in advance to schedule for Lift Program pick-up.

Summary of Transit Findings

The following summarizes key transit findings related to the level of activity documented as well as deficiencies for this mode of travel. These findings will be utilized to help guide future improvements to address the deficiencies for this mode of travel in the transportation network.

- The majority of the City of Milwaukie is serviced by some form of transit that is accessible within ¼ mile of transit stops provided by TriMet, with the exception of an area to the east bounded by SE Railroad Avenue to the south, SE 42nd Avenue to the west, SE Monroe Street to the north and SE Stanley Avenue to the east. The existing railroad line that parallels Hwy 224 in this area restricts transit accessibility to the south for this area, and existing transit routes that run along SE Linwood Avenue and SE King Road are beyond the ¼ mile radius that a pedestrian would typically travel to access transit.
- In total, approximately 13% of land coverage in the City of Milwaukie does not have access to transit within ¼ mile of existing transit stops, with approximately ½ of that lacking coverage occurring in the area previously identified in the prior bullet.
- Generally speaking, the City of Milwaukie is serviced with headways (time between buses) along existing transit routes of 30 minutes or better. However, some roadways have headways longer than 30 minutes. These facilities are: SE Lake Road, SE Oatfield Road, SE Linwood Avenue, SE International Way, and SE Harvey Street/SE Logus Road.
- There are currently six transit stops that have a shelter. Three additional stops have existing ridership that meet TriMet's standard for placing shelters:
 - SE Harrison Street/SE 24th Avenue;
 - SE 42nd Avenue/SE Llewellyn Street; and
 - SE Linwood Road/SE King Road.

Motor Vehicles

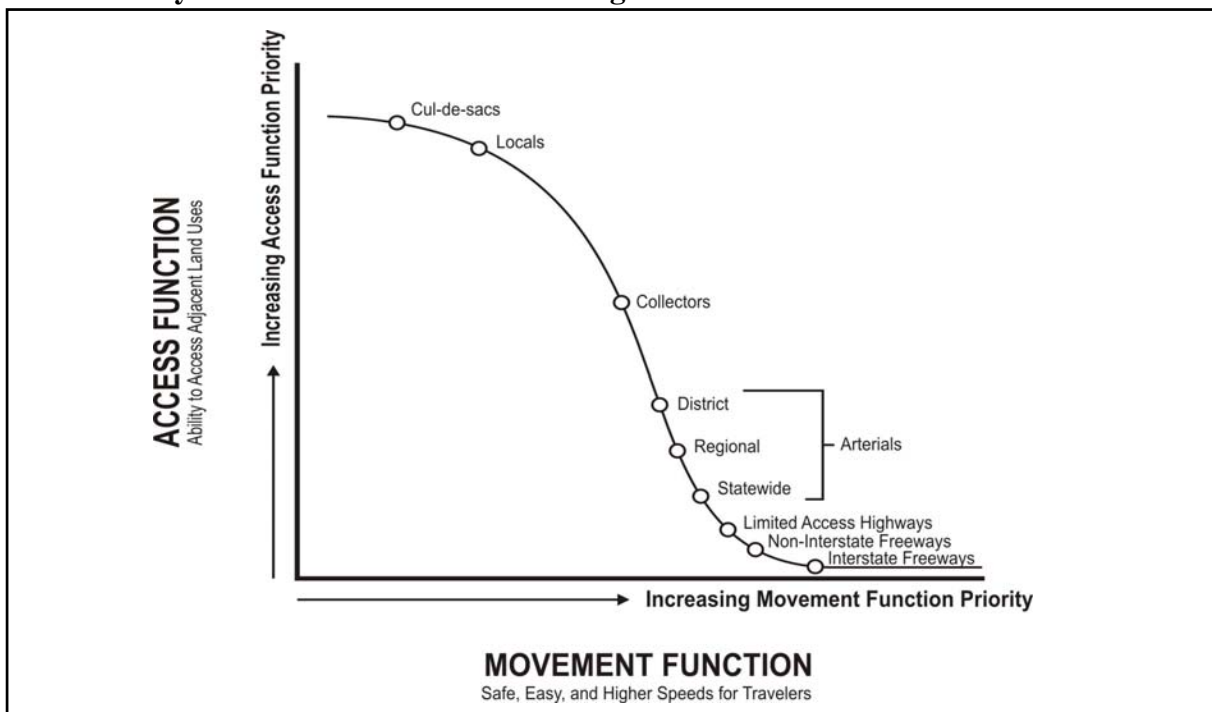
The following section addresses all aspects of the motor vehicle network throughout Milwaukie. The topics addressed include:

- Roadway functional classification,
- Roadway characteristics,
- Motor vehicle volume,
- Measures of effectiveness,
- Safety, heavy vehicles, and
- Other modes of transportation.

Roadway Functional Classification

The functional classification system is designed to serve transportation needs within the community. The schematic diagram below illustrates the competing functional nature of a roadway facility as it relates to access, mobility, multi-modal transport, and facility design. The diagram is useful for understanding how worthwhile objectives can have opposing effects. For example, as mobility is increased (bottom axis), the provision for non-motor vehicle modes (top axis) is decreased accordingly. Similarly, as access increases (left axis), the facility design (right axis) dictates slower speeds, narrower travelways, and non-exclusive facilities. The goal of selecting functional classes for particular roadways is to provide a suitable balance of these four competing objectives.

Functionality of Access versus Movement Figure



The diagram on the previous page shows that as street classes progress from local to collector to arterial to freeway (top left corner to bottom right corner) the following occurs:

- *Mobility Increases* – As the level of mobility increases, the distance between destinations as well as the proportions of freight and through traffic generally increases.
- *Integration of Pedestrian and Bicycle Decreases* – Provisions for adjoining sidewalks and bike facilities are required up through the arterial class; however, the frequency of intersection or mid-block crossings for non-motorized vehicles steadily decreases with higher functional classes. Expressway and freeway facilities typically do not allow pedestrian and bike facilities adjacent to the roadway and any crossings are grade-separated to enhance mobility and safety.
- *Access Decreases*– As mobility increases, The shared uses for parking, loading, and direct land access is reduced.
- *Facility Design Standards Increase* – Roadway design standards increase in technical complexity to accommodate wider and faster facilities for exclusive use by motor vehicles. The opposite end of the scale is the most basic two-lane roadway with unpaved shoulders that requires minimal technical design.

The existing Milwaukie functional class system for roadway facilities is shown in Figure 3-6 (shown on the following page). A street-by-street comparison to ODOT, Metro and the City of Milwaukie classifications for arterial and collector streets is shown in Table 3-4. Additionally, Table 3-4 compares the Right-of-Way (ROW) width to the actual pavement width for each facility.

Figure 3-7 (shown on page 3-22) illustrates roadway ownership and maintenance of the various roads in the City of Milwaukie. SE McLoughlin Boulevard and Highway 224 are state owned facilities. The majority of arterial and collector roadways outside the city limit but within the City's Urban Growth Management Area are owned and operated by Clackamas County or ODOT. The City is responsible for the majority of the roads inside the city limits.

Figure 3-6: Existing Functional Classification

Figure 3-7: Roadway Jurisdiction

Table 3-4: Functional Classification Comparison Arterial and Collector Streets

Roadway	ODOT	Metro	Clackamas County	City of Milwaukie	ROW / Pavement Width [ft]
SE McLoughlin Boulevard	Urban Principal Arterial - Other	Major Arterial	Major Arterial	Freeway/ Regional Route	110-120 / 65-140
Highway 224	Urban Principal Arterial - Other Fwy or Expy	Principal Arterial (Freeway)	Freeway / Expressway	Freeway/ Regional Route	165 / 80-100
SE 17th Avenue	-	Regional Collector	Minor Arterial	Arterial	35-60 / 60
SE 21 st Ave	-	Minor Arterial	Minor Arterial	Arterial	60 / 45
SE 22 nd Ave	-	Regional Collector	Minor Arterial	Arterial	60 / 25-40
SE Harrison St	-	Minor Arterial	Minor Arterial	Arterial	60 / 20-50
SE Harmony Road	-	Major Arterial	Major Arterial	Arterial	60 / 35-60
SE Johnson Creek Boulevard	-	Regional Collector	Minor Arterial	Arterial	60 / 30-50
SE King Road	-	Minor Arterial	Minor Arterial	Arterial	60 / 20-50
SE Linwood Ave	-	Minor Arterial	Minor Arterial	Arterial	60 / 35-50
SE Lake Road	-	Minor Arterial	Minor Arterial	Arterial	60 / 30-60
SE Oatfield Road	-	Minor Arterial	Minor Arterial	Arterial	60 / 35-40
SE Railroad Ave	-	Minor Arterial	Collector	Collector	60 / 20-35
SE River Road	-	Regional Collector	Minor Arterial	Arterial	60 / 20-35
SE 32 nd Ave	-	-	Collector	Collector	60 / 25-40
SE 34 th Ave	-	-	Collector	Collector	60 / 35-40
SE 37 th Ave	-	-	Local	Collector / Neighborhood Route	60 / 30-40
SE 42 nd Ave	-	-	Collector	Collector / Neighborhood Route	60 / 30-35
SE 43 rd Ave	-	-	Collector	Collector	40-60 / 25-30
SE Bell Ave	-	-	Collector	Collector	60 / 30-40
SE Home Ave	-	-	Local	Neighborhood Route	50 / 20-25
SE Jackson St	-	-	Collector	Collector	60-80 / 15-60
SE Jefferson St	-	-	Collector	Collector	50-70 / 20-45
SE Main St	-	-	Collector	Collector	80 / 30-55
SE Monroe St	-	-	Collector	Collector	60-70 / 20-45
SE Oak St	-	-	Collector	Collector	60 / 35-50
SE Rusk Road	-	-	Collector	Collector	40 / 25-30
SE Stanley Ave	-	-	Collector	Collector	60 / 20
SE Washington St	-	-	Collector	Collector	60 / 20-40

Sources: ODOT, Oregon Highway Plan, 1999, and Metro, 1994 Milwaukie Transportation Plan, 2000 Regional Transportation Plan, Regional Motor Vehicle System. Refer to RTP for complete description of lower class roadways.

Roadway Characteristics

Field inventories of posted speed limits, number of roadway lanes, and intersection controls were conducted to determine characteristics of major roadways in the TSP study area. These characteristics define roadway capacity and operating speeds through the street system, which affect travel path choices for drivers in Milwaukie.

A limited inventory of the posted speeds in Milwaukie can be seen in Figure 3-8 (shown on following page). Collector roadways such as SE King Street, SE Railroad Avenue, and SE Monroe Street have posted speeds ranging from 25 to 40 miles per hour (mph). The majority of local access roadways in Milwaukie are posted at 25 mph. Arterial roadways such as SE McLoughlin Boulevard, Highway 224, and SE Johnson Creek Boulevard are posted at higher speeds ranging from 30 to 50 mph.

Figure 3-9 (shown on page 3-26) illustrates the existing intersection controls at the study intersections. Traffic signals exist mainly along SE McLoughlin Boulevard and Highway 224. SE Harrison Street, SE Lake Road, and SE Linwood Avenue have a few signals and one of the intersections along SE Johnson Creek Boulevard is also signalized. The study intersections for this TSP Update include eighteen signalized intersections and three unsignalized intersections.

The widest roadways are SE McLoughlin Boulevard and Highway 224. SE Harrison Street briefly widens near Highway 224, but is primarily a two-lane road. SE King Street has three lanes, as do some sections of SE Lake Road. The remaining roads in the City are one- or two-lane roads.

A roadway is not only limited to what can be seen on its the surface, there are also other aspects which can affect a roadways performance and longevity, such as its the base, the materials and methods used in construction, and drainage features. Many of these topics go beyond the scope of a Transportation System Plan, however the issue of drainage will be briefly touched upon.

Figure 3-10 (shown on page 3-27) shows the locations of the City of Milwaukie's storm water system. This map also shows locations identified by city staff where rainwater drainage has been problematic. Many of these locations correlate to streets with no gutters, curbs or sidewalks. In general a properly designed, constructed and maintained storm water drainage system, which can include a combination of gutters, curbs, storm drains, and storm sewers allows for good drainage of storm water from city streets. SE Railroad Avenue for instance, has drainage issues along its length from SE 37th Avenue to nearly SE Linwood Avenue. It should be noted, however, that although many of the locations with drainage issues do not have curb, gutter or sidewalks, that there are also many locations throughout the city that do not have these amenities either and which were not identified as having drainage issues.

Figure 3-8: Existing Speed Limits

Figure 3-9: Existing Intersection Controls

Figure 3-10: Storm Water & Topography

Pavement Conditions

The City has conducted an extensive visual inspection of its roadways as part of an ongoing Pavement Management System (PMS). A PMS is program for making cost-effective decisions about pavement maintenance and rehabilitation. To that effect, sections of a roadway have been rated on a Pavement Condition Index (PCI), a scale which rates a roadway's condition from 0 to 10. In either case, high numbers correlate to newer streets in good condition (8-10), while lower numbers (4 or less) indicate roads that have deteriorated to the point of needing rehabilitation or replacement. The complete City of Milwaukee's PCI survey is included in the Technical Appendix.

A weighted average PCI¹² was calculated for the three different city street classifications—arterial, collector, and local—based on the length of street covered by a specific PCI rating. These findings are summarized in Table 3-5 below. From the table, it can be seen that, on average, the road condition for all three street types is relatively close. On average, collector streets have the highest rating, followed by local streets and then arterials.

Table 3-5: Average Pavement Condition Index

Classification	Surveyed Length (ft, City Wide)	Weighted Average Pavement Condition Index
ARTERIAL	21,460	6.2
COLLECTOR	62,659	6.9
LOCAL	285,398	6.5

Table 3-6 below lists the breakdown of PCI ratings throughout the City for each street type by length of roadway and percentage. This more detailed look into the pavement condition shows that the majority of the collector (64%) and local (58%) streets can be considered in good to excellent condition. Only 44% of the City of Milwaukee's arterial streets, on the other hand, can be lumped into this category. Over half of the City of Milwaukee's streets rank in the good to excellent category. In general 24%, or nearly 12 miles, of the streets in the City are considered in poor to very poor condition. The street sections with the lowest PCI included SE 51ST Avenue, SE 40TH Avenue and SE 49TH Avenue

Table 3-6: Pavement Condition Index Rating by Functional Classification

Rating (PCI Score)	Street Type and Length in Feet and Percentage			
	Arterial 21,460 ft	Collector 62,659 ft	Local 284,448 ft	Total 368,567 ft
Excellent (8-10)	15%	31%	40%	36%
Good (7-7.9)	29%	33%	18%	21%
Fair (5-6.9)	29%	25%	17%	18%
Poor (4.9-4)	(0%	4%	9%	7%
Very Poor (0-3.9)	28%	6%	18%	17%

$$^{12} \text{AveragePCI} = \frac{\sum (PCI * \text{Length})}{\sum \text{Length}}$$

Motor Vehicle Volume

24-Hour traffic count data was collected at select locations within the city. It is useful to analyze this data to determine traffic flow over the day on the transportation network. Figure 3-11a (shown on the following page) shows an hour by hour breakdown of traffic volumes along SE McLoughlin Boulevard and Highway 224. As can be seen in Figure 3-11a, there are two distinct peaks in traffic volumes on the City of Milwaukee's two highest traffic volume streets. These two distinct peaks represent the AM and PM peak commuter traffic. The traffic volumes observed on SE McLoughlin Boulevard show the typical AM and PM peak spike in commuter vehicular traffic demand. Highway 224 also shows AM and PM peak spikes in demand, it is however unusual that the AM peak hour is greater than the PM peak hour. This type of travel pattern is unusual, because the AM peak hour usually consists mainly of commuter traffic, where as, the PM peak hour traffic volume contains many of the commuters from the AM, as well as, those with retail and other miscellaneous destination.

Figure 3-11b (shown on page 3-31) show the 24-Hour two-way existing traffic volumes on streets in the City of Milwaukee area from 2005 and 2006. The locations of these counts correspond to locations counted on an annual basis by ODOT¹³ and/or Clackamas County.¹⁴ When compared to 24-Hour traffic counts taken for the 1997 TSP, there has been growth on many of the streets within the City of Milwaukee. Figure 3-11c (shown on page 3-32) displays the location and change in traffic volume at select locations recorded in 1995 (basis for 1997 Milwaukee TSP).

In addition, an inventory of peak hour traffic counts at study area intersections was conducted in the fall/winter of 2006. The traffic turn movement counts establish baseline information for future monitoring and identify current existing problem areas. Turn movement counts were conducted at twenty-two intersections during the evening (4-6 PM) peak period to determine existing operating conditions and are shown in Figures 3-12a and 3-12b (shown on pages 3-33 and 3-34). PM peak hour turn movements are useful when analyzing the operational characteristics of an intersection, since they generally represent the hour of highest traffic volume demand. It is assumed that if an intersection operates sufficiently during the PM Peak hour it will operate sufficiently during the rest of the day. Study intersections were chosen in coordination with the City of Milwaukee staff in order to address major roadways and noted areas of concern.

PM peak hour signal warrants were evaluated for all unsignalized study area intersections. The intersections of SE Harrison Street/SE Main Street and SE 32nd Street/SE Johnson Creek Boulevard both met the PM peak hour signal warrants. This indicates that further study of these intersections is recommended to see if they would meet other ODOT required signal warrants. The peak hour warrants can be found in the Technical Appendix.

Land use within the City of Milwaukee is a key component in understanding current transportation patterns and roadway traffic volumes as it plays a large role in driving

¹³ ODOT Annual Traffic Counting Program

¹⁴ Clackamas County Annual Traffic Counting Program

Figure 3-11a: 24-Hour Tube Count Data on SE McLoughlin Boulevard and Highway 224

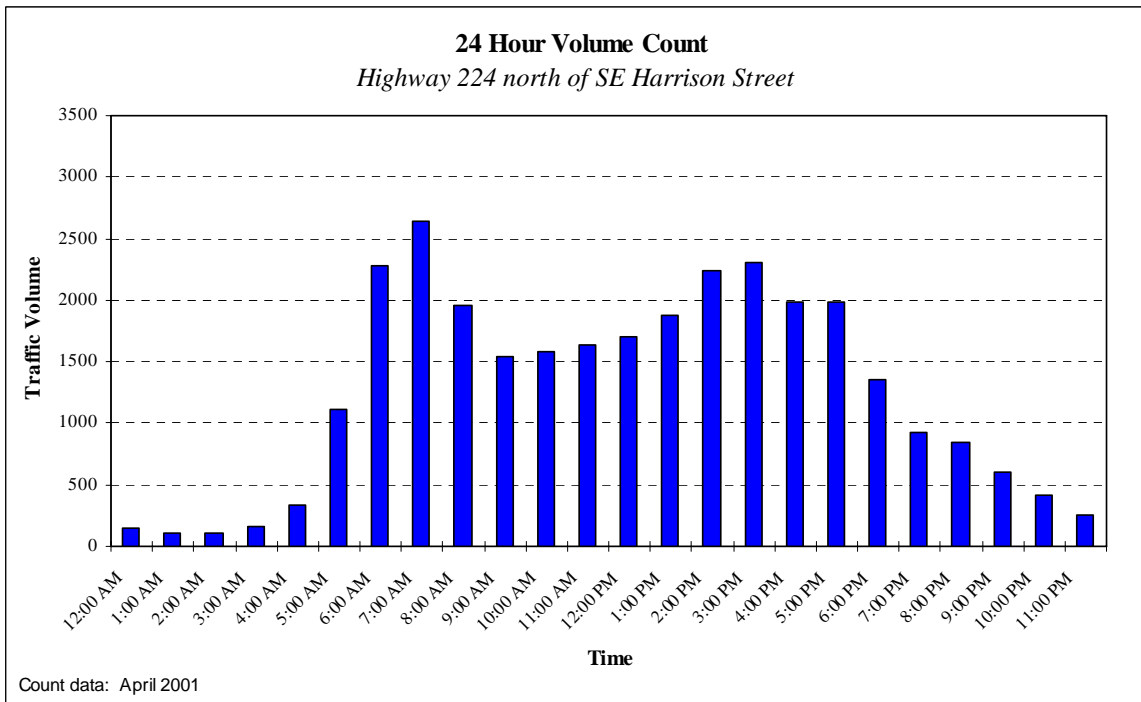
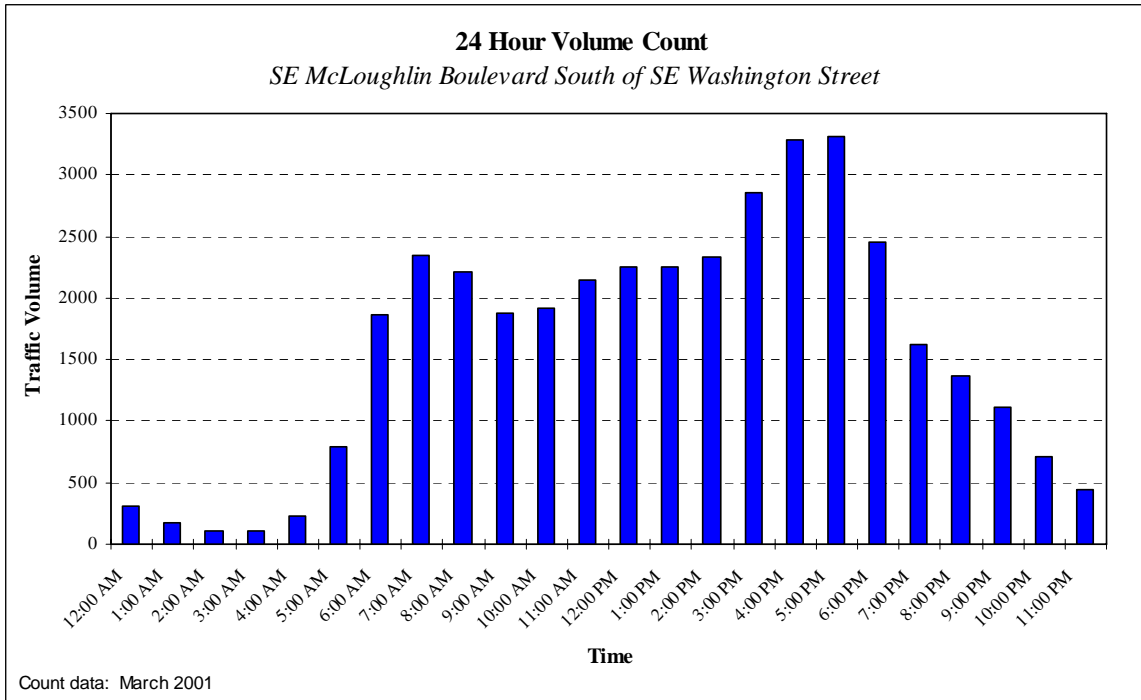


Figure 3-11b: 24 hour count map

Figure 3-11c: Historic 24 hour comparison

Figure 3-12a: Existing PM Peak turn movement counts

Figure 3-12b: Existing PM Peak turn movement counts

transportation choices. The current land use zoning designations adopted within the city boundaries are shown in Figure 3-13 (shown on following page).

Measures of Effectiveness

Level of Service (LOS) is used as a measure of effectiveness for both unsignalized and signalized intersection operation. It is similar to a “report card” rating based upon average vehicle delay.

- Level of Service A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand.
- Level of Service D and E are progressively worse peak hour operating conditions.
- Level of Service F represents conditions where average vehicle delay exceeds 80 seconds per vehicle entering a signalized intersection and demand has exceeded capacity.

This condition is typically evident in long queues and delays. Level of service D or better is generally the accepted standard for signalized intersections in urban conditions.

At unsignalized intersections, a LOS E and even LOS F can occur for a specific turning movement; however, the majority of traffic may not be delayed (in cases where major street traffic is not required to stop). When these conditions exist, it generally provides a basis to study the intersections further to determine the availability of acceptable gaps for vehicles that are stopped and waiting to enter the traffic flow. It also indicates an intersection where traffic signal warrants should be conducted to determine if the intersection is reaching a point where it could be considered for signalization. A summary of level of service descriptions for signalized and unsignalized intersections is provided in the Technical Appendix.

Intersections within the City are subject to one or more measure of effectiveness standards from the City, Metro, and ODOT. The City of Milwaukie has a LOS D standard during the peak operating conditions for all intersections that fall within the city’s jurisdiction.¹⁵ Metro also uses a LOS standard, but further refines its requirements to include the top two peak hours. Their LOS standard is F for the first peak hour and E for the second peak hour.¹⁶ ODOT uses a Volume to Capacity Ratio (V/C) as a measure of effectiveness, which is similar to LOS, but is a ratio of the volume of vehicles traveling through an intersection to its calculated capacity. Similar to Metro, ODOT has two sets of maximum acceptable V/C ratios for the Highways 99E and 224 in Milwaukie. These standards are outlined in Table 3-7.

Turn movement counts taken at the study intersections and conducted during the evening peak periods were used to determine the existing 2006 LOS based on the *2000 Highway Capacity Manual* methodology for signalized and unsignalized intersections.¹⁷ Traffic counts

¹⁵ Milwaukie Municipal Code, Section 19.1407.4(A).

¹⁶ Regional Transportation Plan, Metro, 2000, Table 1.2

¹⁷ *2000 Highway Capacity Manual*, Transportation Research Board, 2000.

Figure 3-13: Land use/Zoning

and level of service calculation sheets can be found in the Technical Appendix. A list of results for the existing PM peak hour intersection operation at the twenty-two study intersections is shown in Table 3-7. All but four of the study intersections operate at a LOS of D or better. The intersection of Highway 224/SE Harmony Road operates at LOS F during the peak hour. However, since the intersection is under ODOT jurisdiction, and the V/C Ratio is less than 0.99 during the peak hour, it meets operational standards.

Table 3-7: Existing PM Peak Hour Study Area Intersection Operations

Intersection	Minimum Acceptable Measure of Effectiveness (MOE)			Level of Service (LOS)	Average Delay	Volume / Capacity (V/C)
	City ¹⁸	Metro ¹⁹	ODOT ²⁰			
<i>Unsignalized Intersections</i>						
SE Harrison Street @ SE Main Street	D	F/E		B/C	15.6	0.59
SE McLoughlin Boulevard @ SE 22 nd Avenue		F/E	0.99/0.99	A/D	26.4	0.71
SE Harrison @ SE 21 st Avenue	D			A/C	19.2	0.11
<i>All-Way Stop Controlled Intersections</i>						
SE 42 nd Av@Harrison Street	D			B	14.3	
SE Johnson Creek Boulevard @ SE 32 nd Avenue	D			F	>80	
<i>Signalized Intersections</i>						
SE McLoughlin Boulevard @ SE Ochoco Street		F/E	1.10/0.99	A	9.8	0.85
SE McLoughlin Boulevard @ SE Milport Road		F/E	1.10/0.99	A	3.8	0.78
SE McLoughlin Boulevard @ SE Harrison Street		F/E	0.99/0.99	D	53.5	1.00
SE McLoughlin Boulevard @ SE Washington Street		F/E	0.99/0.99	B	20.0	0.88
Highway 224 @ SE 17 th Av		F/E	0.99/0.99	C	20.7	0.59
Highway 224 @ SE Harrison St		F/E	0.99/0.99	D	35.0	0.89
Highway 224 @ SE Monroe St		F/E	0.99/0.99	A	9.6	0.75
Highway 224 @ SE Oak St		F/E	0.99/0.99	C	44.1	0.88
SE Harrison Street @ SE 32 nd Av	D	F/E		B	10.5	0.45
SE McLoughlin Boulevard @ SE River Road		F/E	0.99/0.99	D	35.5	0.99

¹⁸ Milwaukie Municipal Code, Section 19.1407.4(A).

¹⁹ Regional Transportation Plan, Metro, 2000, Table 1.2

²⁰1999 Oregon Highway Plan Alternative Highway, Maximum Volume to Capacity Ratios Within Portland Metropolitan Region, Oregon Department of Transportation, January 2006, Table 7.

Intersection	Minimum Acceptable Measure of Effectiveness (MOE)			Level of Service (LOS)	Average Delay	Volume / Capacity (V/C)
	City ¹⁸	Metro ¹⁹	ODOT ²⁰			
SE Lake Road @ SE Oatfield Road		F/E		B	36.0	0.62
Highway 224 @ SE 37 th Av		F/E	0.99/0.99	C	28.9	0.82
Highway 224 @ SE Freeman Way		F/E	0.99/0.99	C	27.8	0.94
Highway 224 @ SE Lake Road		F/E	0.99/0.99	B	16.1	0.68
SE Johnson Creek Boulevard @ SE Linwood Avenue	D	F/E		D	53.6	0.97
SE Linwood Avenue @ SE King Road	D	F/E		B	18.9	0.78
SE Linwood Avenue @ SE Harmony Road	D	F/E		C	29.8	0.83

Signalized and All-Way Stop Intersection LOS:

LOS = Level of Service

Delay = Average vehicle delay in the peak hour for entire intersection

V/C = Volume to Capacity Ratio

MOE = (ODOT & Metro) First Peak Hour/Second Peak Hour

Unsignalized Intersection LOS:

A/A=Major Street turn LOS/Minor street turn LOS

Safety

ODOT ranks intersections in their Safety Priority Index System (SPIS) based on the most current three years of collision data. The SPIS values range from one to one hundred, with lower values equating to lower collision rates. The score is derived from the number of collisions, the type of collisions, collision severity, and traffic volumes. Each year, a list of the top 10% SPIS sites is generated and the top 5% sites are investigated by ODOT for safety problems. If ODOT identifies a correctable problem, a benefit/cost analysis is performed and appropriate projects are initiated, often with funding from the Highway Safety Improvement Program. None of the 22 study intersections were identified as being on the SPIS top 10% list.

In addition to SPIS data, intersection safety is also analyzed using intersection collision rates. Collision rates are measured as the number of collision per Million Entering Vehicles (MEV). This measure allows comparison of intersections with varying volumes. ODOT provided collision data for the study intersections along the state facilities, SE McLoughlin Boulevard and Highway 224. All collisions involving a fatality, injury or property damage greater than \$1,500 are included in the reports supplied by ODOT. The crash rates and corresponding data can be seen in Table 3-8. Further investigation should be conducted at the intersection of Highway 224/SE Lake Road, since the corresponding crash rate is greater than 1.0, indicating that the intersection might have safety problems.

Table 3-8: SPIS Rating of Milwaukie TSP Update Study Area Intersections

Intersection Number	ODOT SPIS Rating	Street	Cross Street	Intersection Collisions (2003-2006) ¹	Fatal	Injury	Corridor Collisions 2003-2006 ²	Collision Rate 2003-2006 ³
17	52.6	Highway 224	SE Lake Road	15	1	7	21	1.12
10	51.01	Highway 224	SE Oak St	0	0	0	16	0.00*
2	46.52	SE McLoughlin Boulevard	SE Milport Road	9	0	4	18	0.17
4	46.73	SE McLoughlin Boulevard	SE Monroe St	0	0	0	15	0.00*
3	37.61	SE McLoughlin Boulevard	SE Harrison Av	0	0	0	24	0.00*
15	34.56	Highway 224	SE Edison	1	0	1	7	0.03
8	33.58	Highway 224	SE Harrison	10	0	4	18	0.25
13	30.23	SE McLoughlin Boulevard	SE River Road	5	0	0	15	0.13
12	29.39	SE McLoughlin Boulevard	SE 22 nd Av	5	0	0	16	0.00*
7	23.32	Highway 224	SE 17 th Av	2	0	1	9	0.10
19	22.98	Highway 224	SE Rusk Road	0	0	0	9	0.00*
1	22.89	SE McLoughlin Boulevard	SE Ochoco St	5	0	4	8	0.09
16	18.75	Highway 224	SE Freeman Way	4	0	3	5	0.11
5	18.18	SE McLoughlin Boulevard	SE Washington St	2	0	1	6	0.05
9	16.76	Highway 224	SE Monroe	5	0	2	7	0.13
18	N/A	Highway 224	SE Harmony Road	1	0	0	N/A	0.07

¹Collisions within the intersection: reported by City/County/State Police to ODOT.

²Collisions within 0.05 miles of the intersection: reported by City/County/State Police to ODOT.

³ Collision Rate = (Number of Collisions*1,000,000)/(Number of Years of Data*365*AADT)

*No crashes were recorded at this intersection.

Heavy Vehicles

The economical movement of raw materials and finished products depends on efficient truck movement to and through urban areas. The designation of through truck routes provides for efficient movement while at the same time maintaining neighborhood livability, public safety, and minimizing maintenance costs of the roadway system. SE McLoughlin Boulevard and Highway 224 are identified by ODOT,²¹ Metro, and the City of Milwaukie as truck routes. The City identifies truck routes on roads under its jurisdiction. Truck routes are illustrated in Figure 3-14 (shown on the following page).

²¹ 1999 Oregon Highway Plan, The Oregon Department of Transportation, May 1999.

Figure 3-14: Heavy vehicle

Truck (or heavy vehicle) volumes were collected as part of the intersection turn movement counts. Any vehicle which had more than two axels was considered a heavy vehicle. The number of trucks was totaled and divided by the total number of vehicles in the traffic stream to get the percentage of trucks. Seven of the twenty-two studied intersections present truck volumes exceeding 100 vehicles per hour (vph), with volumes exceeding 150 vehicles per hour at the Highway 224 and SE Ochoco Street intersection.

Summary of Motor Vehicle Findings

The following summarizes key motor vehicle findings related to the level of activity documented as well as deficiencies for this mode of travel. These findings will be utilized to help guide future improvements to address the deficiencies for this mode of travel in the transportation network.

- The functional classification of roadways found in the City of Milwaukie allows for the proper hierarchy of roadways that balances mobility and access. Currently the business industrial area south of SE Railroad Avenue, north of Hwy 224, east of SE 37th Avenue and west of SE Lake Road has roadways without functional classification. SE International Way serves as an existing facility that provides connectivity within this area, and access to arterials and collectors.
- Street drainage issues appear to be located in the northeast area of the City, and are typically due to locations not being connected to the storm water pipe system. An area of specific concern that exists today is the area along SE Railroad Avenue from SE Harmony Road to SE 37th Avenue.
- There are currently two study area intersections that do not meet jurisdictional operating standards. These occur at SE Johnson Creek Boulevard/SE 32nd Avenue and SE McLoughlin Boulevard/SE Harrison Street. Additionally, three other intersections are reaching capacity. These are:
 - SE McLoughlin Boulevard/SE River Road;
 - Hwy 224/SE Freeman Way; and
 - SE Johnson Creek Boulevard/SE Linwood Avenue.
- Many of the study intersections in the City of Milwaukie have low reported collision rates. Two intersections have collisions of 10 or more. These are the intersections of Hwy 224/SE Lake Road (which also included a fatality) and Hwy 224/SE Harrison Street.
- The majority of heavy vehicle counts collected at study area intersections occur along Major Regional truck routes (such as SE McLoughlin Boulevard and Hwy 224), however the intersection of SE Lake Road/SE Oatfield Road had a high number of heavy vehicles counted during the PM peak hour (100-150 heavy vehicles). Neither of these facilities are designated as truck routes, indicating that trucks could be utilizing these facilities as a “cut-through” route due to congestion and/or access issues on the Major Regional truck routes.

Other Modes

There is one other mode of transportation in Milwaukie: the railway system. Figure 3-15 (shown on following page) shows the rail facilities and crossings in Milwaukie.

There are three rail freight lines, two Union Pacific Railroad (UPRR) lines and one Oregon Pacific Railroad (OPR) line that currently traverse the City of Milwaukie. The UPRR main line, also named the C line, is the main line between Portland and Eugene. It extends from northern Milwaukie, south and east through the City to the east and operates twenty-five freight trains a day and six Amtrak passenger trains per day with a maximum authorized speed of 45 and 50 mph, respectively. There are four at-grade railroad crossings along this line on SE Harrison Avenue, SE Oak Street, SE 37th Avenue, and SE Harmony Avenue, all of which are gated.

The UPRR Tillamook line, also known as the FD line is leased to Portland & Western Railroad (PNWR). It extends from Portland in the north through Milwaukie and exits to the south. PNWR operates three trains per day along this line with a maximum authorized speed of 45 mph. There are twelve railroad crossings along this line, including one underpass, four overpasses, and three ungated crossings on SE Wren Street, SE Bluebird Street and Bobwhite Street.

The rail line operated by Oregon Pacific passes through the northwestern corner of the City of Milwaukie and has three at-grade railroad crossings, two of which are ungated. These ungated crossings include SE Milport Road and SE McBrod Avenue.

There are no airports, pipelines, ferries, or ports within Milwaukie's city limits or its UGMA.

Summary of Other Modes Findings

The following summarizes key findings related to other modes of travel in the City of Milwaukie. These findings will be utilized to help guide future improvements to address the deficiencies for this mode of travel in the transportation network.

- The maximum authorized speeds within the City of Milwaukie for many of the existing rail lines are 45-50 mile per hour. Many of the existing crossings in the City are at-grade facilities that are gated. However, there are six at-grade crossings that are ungated. Three occur in the north Milwaukie industrial area east and west of SE McLoughlin Boulevard, and the other three occur in the Island Station neighborhood to the south.
- Typical vertical clearance for underpasses (whether they are roadway or railway) is 14 feet.²² This is a typical clearance to allow for trucks to clear the underpass, even if they are not on a freight classified facility. The three underpasses at SE Lake Road, SE Sparrow Street and SE Lark Street do not meet this typical vertical clearance.

²² Based on *A Policy on Geometric Design of Highways and Streets*, Fourth Edition, American Association of State Highway and Transportation Officials (AASHTO), page 389.

Figure 3-15: Rail Road Crossings

Parking

City Parking Policies

On-street parking is generally available in residential areas of Milwaukie. The Milwaukie Municipal Code includes requirements for off-street parking for both residential and commercial properties. Milwaukie's Zoning Code incorporates both minimum and maximum parking requirements based on specific uses.

Downtown Milwaukie Parking

Downtown Milwaukie, the area bounded by SE McLoughlin Boulevard, SE 21st Avenue, Highway 224, and SE Lake Road, has parking characteristics that are different from other areas of the City. The City's off-street parking requirements in the Downtown zones are the same as for the rest of the City, except that no off-street parking is required in the Downtown Storefront or Downtown Office zones. The Code also limits the development of parking facilities in the Downtown Residential and Downtown Open Space zones.

The majority of the on-street parking in the downtown area is short-term in nature, which consists of 15 minute to 2 hour parking. The majority of the off-street parking is private surface parking servicing businesses in the downtown area. Figure 3-16 (shown on following page) shows the locations of the parking (on and off-street) inventoried. Table 3-9 summarizes the parking supply, type and public/private nature of the parking.

Since 1993 the City has operated a permit system to allow employees of downtown businesses to park in four downtown parking lots. This parking permit program includes 185 parking spaces downtown. Permits can be obtained through the City of Milwaukie for a cost of \$25 per month. All off-street public parking is available on a first come, first served basis only. There are no reserved spaces.

Parking utilization measures the level of occupancy of the parking supply during a given period and is expressed as a percentage of parking supply. Parking in downtown areas is generally considered "effectively full" when it reaches 85 percent utilization. This level of utilization provides a margin for daily and seasonal fluctuations, and provides a parking supply buffer to facilitate the decision-making and implementation process to address parking capacity constraints.

It is the City's practice to conduct regular detailed inventory and utilization studies of the parking within the downtown core area. The October 2006 utilization study found there are many pockets of high parking space use in specific areas of downtown, particularly in the core commercial area along SE Main Street between SE Washington and SE Harrison Streets. However, there is an overall abundance of underutilized and available parking in the peak hour. The greatest concentration of underutilized parking space is in private lots. Table 3-10 summarizes the utilization of downtown parking in October, 2006.

Figure 3-16: Parking

Table 3-9: Inventory of Existing Downtown Parking

Type of parking	Total Inventory	Percentage of Inventory
<i>On Street</i>		
Short-term	303	80%
Long-term	59	16%
ADA parking	15	4%
Sub-Total	377	100%
<i>Off Street</i>		
Short-term	0	0%
Long-term	270	21%
Private parking garage	21	2%
Private surface parking	1008	77%
Sub-Total	1,299	100%

SOURCE: City of Milwaukee
Date of data: November 13, 2006

Table 3-10: Use of Parking Stalls by Type

Type of Parking	Total Number of Stalls	Total Occupied At Peak Hour	Total Stalls Empty at Peak Hour	Peak Hour Occupancy (%)
15 minutes	10	5	5	50.0%
1 Hour	5	5	0	100.0%
2 Hour	284	194	90	68.3%
4 Hours	38	29	9	76.3%
8 Hours	21	23	0	100.0%
Disabled Stalls	15	0	15	0%
City Permit Required	185	109	76	58.9%
City Employee Parking	42	18	24	42.9%
Private Lots	1029	436	593	42.4%
Public/Library	43	20	23	46.5%
Loading Zones	4	0	4	0%
Unmarked - on street	11	11	0	100.0%
Sub total - On-street	366	267	108	70.3%
Sub total: Public Off-street ³	292	147	123	52.9%
Sub total: Private Off-street	1029	436	593	42.4%
All Parking	1,687	850	824	50.4%

Source: City of Milwaukee. Occupancy data was collected for the peak hour (11 a.m. – noon) on October 19, 2006

Summary of Parking Findings

The following summarizes key findings related to parking in the City of Milwaukee. These findings will be utilized to help guide future improvements to address the deficiencies for this element related to the in the transportation environment.

- On-street parking comprises approximately 22% of the total parking supply (private and public) in the downtown area, while off-street parking comprises the remaining 78%.
- The total utilization of on-street parking in the downtown area is on average 70% throughout the day. While public off-street parking utilization is approximately 53% during the day. In comparison the private off-street parking utilization is approximately 43% over the day.
- Parking with the highest utilization throughout the day is 1-hour, 8-hour and unmarked parking stalls. All three of these types of parking is generally 100% occupied during the day and represents approximately 10% of the total on-street parking supply. Two-hour and four-hour parking stalls are generally 65-75% occupied during the day. These usage statistics indicate a higher likely use of short term and long term parking than mid term (2-4 hours) parking.

Environmental Justice

As stated by the Environmental Protection Agency, “Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.”²³ Within the context of the TSP, Environmental Justice is an effort to identify underserved and vulnerable populations so the City can improve transportation services while avoiding future impacts.

Figure 3-17 (shown on the following page) identifies the location of low-income housing (indicating populations most likely to be dependant on public transportation), areas of the City that are outside of the public transit coverage area, as well as the location of features such as hospitals, schools, and libraries. Transit coverage is based on comparing land that has a high enough density to support transit service versus a ¼ mile walking distance buffer around transit stops.²⁴ Through identification of areas without transit services, the City may be able to focus public resources to provide even coverage throughout the city. One significant gap in the transit coverage area can be seen in the residential area north of SE Railroad Avenue,

²³ U.S. EPA, Environmental Justice, Compliance and Enforcement, Website, 2007

²⁴ Planning Commission TOD Committee, Walking Distance Research, http://www.fairfaxcounty.gov/planning/tod_docs/walking_distance_abstracts.pdf, Fairfax County, Virginia.

Figure 3-17: Transportation Disadvantaged

stretching east/west from SE Stanley Avenue to SE 42nd Avenue. Other, smaller gaps in transit coverage can be seen to the northeast and along the perimeter of the City.

In addition to regular public transit services, programs run by TriMet and the Milwaukie Center are available to provide transportation to senior citizens and disabled persons. The Milwaukie Center offers the Dial-a-Ride program that runs from Hillside Park (low income housing area shown previously in Figure 3-17) to the Milwaukie Center and grocery store on a weekly basis. In addition, the Transportation Reaching People program allows the scheduling of rides from their homes to medical appointments for citizens over the age of sixty or disabled. The Catch-a-Ride program offers similar services to those living specifically in Hillside Park. Fees for these services are a suggested donation of \$1.

Additionally, TriMet offers the LIFT Paratransit Program. This program targets those who are unable to use public transportation due to a disability or disabling health condition, and covers areas out to $\frac{3}{4}$ of a mile past the outermost portions of TriMet's bus and MAX services. These services are available on appointment from 4:30 am to 2:30 am, seven days a week. Cost is \$1.60 each way.

Summary of Environmental Justice Findings

The following summarizes key findings related to environmental justice in the City of Milwaukie. These findings will be utilized to help guide future improvements to address the deficiencies for this element related to the in the transportation environment.

- Almost all of the facilities and/or land uses that would be typically be dependant, or rely, upon transit/transportation facilities have support of these types of transportation facilities. However, the Campbell Elementary School located on SE 47th Avenue just north of SE Railroad Avenue is not adequately serviced by transit.
- The lack of pedestrian and bicycle connectivity within the City also lends to not servicing the transportation dependant population in the City.

Environmental Resources

As a Transportation Planning Rule (TPR) requirement, a city's transportation system shall minimize adverse economic, social, environmental and energy consequences.²⁵ To this effect, the City of Milwaukie's TSP includes an Environmental Resources Map. Figures 3-18 through 3-20 (shown on the following pages) include the local Goal 5 inventory, National Wetland Inventory, identified historic properties, and known cultural resources.

The goal of Title 3 of the Metro Functional Plan is to protect the region's health and public safety by reducing flood and landslide hazards, controlling soil erosion and reducing pollution of the region's waterways. Title 3 specifically implements the Oregon Statewide Land Use Goals 6 and 7 by protecting streams, rivers, wetlands and floodplains by avoiding, limiting or mitigating the impact on these areas from development. Figure 3-18 identifies where Title 3 applies within the City of Milwaukie. Furthermore, Section 5 of Title 3 seeks to "conserve, protect, and enhance fish and wildlife habitat within the fish and wildlife habitat conservation areas to be identified on the water quality and flood management map by establishing standards and promoting coordination by Metro of regional urban watersheds." It can be seen in Figure 3-18 that there are Title 3 areas dispersed throughout the city, including bands along the north and south edges, and along the Willamette River. Many of the Title 3 areas are also encompassed by floodplain, vegetation, and wetland zones. Endangered species habitat also correlates closely with the location of the Title 3 areas.

Summary of Environmental Resources Findings

The following summarizes key findings related to environmental resources in the City of Milwaukie. These findings will be utilized to help guide future improvements to address the deficiencies for this element related to the in the transportation environment.

- The 100 year flood plain affects lands to the west of SE McLoughlin from SE Waverly Drive to SE Washington Street, then crosses to the east side of SE McLoughlin Boulevard from SE Washington Street to SE Oatfield Road. This is of particular concern for any potential improvements associated within this area.
- Two large wetland and wetland buffer areas have been identified. One is located on the southeast corner of SE 37th Avenue/SE Railroad Avenue, while the other is located on the south side of SE Railroad Avenue near SE 47th Avenue. Potential improvements in this area should be cautious about impacts to these areas.

²⁵ OAR 660-012-0035, Environmental Considerations for Transportation Planning.

Figure 3-18: Title 3

Figure 3-19: Goal 5

Figure 3-20: Zoning/Vegetation

**City of Milwaukie
Transportation System Plan Update**

Advisory Committee Members

Citizen Representatives		
David Aschenbrenner	Citizen Member (Hector Campbell)	dlasch@comcast.net
Cheryl Ausmann-Moreno	Citizen Member (Ardenwald)	cherylamoreno@comcast.net
Joleen Brann	Citizen Member (Ardenwald)	joleenbrann@comcast.net
Scott Churchill	Citizen Member (Historic Milwaukie)	monroestreetassociates@earthlink.net
Nick Dougher	Citizen Member (Linwood)	ndougher@gmail.com
Forris Frick	Citizen Member (Lake Road)	fjfrick@msn.com
Ben Horner-Johnson	Citizen Member (Lake Road)	bchornerjohnson@netscape.net
Michole Jensen	Citizen Member (Ardenwald)	micholenjensen@comcast.net
Paul Klein	Citizen Member (Lewelling)	arkanjl@dslnorthwest.net
Bill Lake	Citizen Member (Lake Oswego)	piper@easystreet.com
Dolly Macken-Hambright	Citizen Member (Linwood)	dollym-h@hotmail.com
Cynthia Rubio	Citizen Member (Hector Campbell)	rubiosmith73@msn.com
Dion Shepard	Citizen Member (Historic Milwaukie)	dion.shepard@sf.frb.org
Charlie Stephens	Citizen Member (Oak Grove)	cstephens@spiritone.com
Jamie Wilson	Citizen Member (Hector Campbell)	jjwaddress@yahoo.com
Julie Wisner	Citizen Member (Lake Road)	julie@sterling.net
Ed Zumwalt	Citizen Member (Historic Milwaukie)	pemczum@aol.com
Business Representatives		
Greg Chaimov	Chamber of Commerce Representative	gchaimov@comcast.net
Bob Dant	Real Estate Development Representative	bob@dant.biz
Neil Hankerson	Downtown Business Representative	neilh@darkhorse.com
Tracy Hokanson	PGE Representative	tracy.hokanson@pgn.com
Gary Hunt	Industrial Business Representative	garyhunt@oregontransfer.com
Richard Smith	Hospital Representative	richard.e.smith@providence.org
John Trumbell	Railroad Representative	jwtrumbu@up.com
Mike Wells	Real Estate Development Representative	mike@wellsdevelopment.com
Agency Representatives		
Kelly Carlisle	School District Representative	carlislek@nclack.k12.or.us
Gail Curtis	ODOT Contract Manager	gail.e.curtis@odot.state.or.us
Shari Gilevich	Clackamas County Representative	sharig@co.clackamas.or.us
Marty Hanley	Milwaukie Center Representative	martyh@co.clackamas.or.us
Stacy Humphrey	State of Oregon DLCD Representative	stacy.humphrey@state.or.us
Larry Kanzler	Police Department Representative	kanzlerl@ci.milwaukie.or.us
John Mermin	Metro Representative	merminj@metro.dst.or.us
Young Park	TriMet Representative	parky@trimet.org
Ron Schumacher	Fire Department Representative	ronaldsch@ccfd1.com
Mike Swanson	City of Milwaukie Representative	swansonm@ci.milwaukie.or.us



To: Mayor and City Council

Through: Mike Swanson, City Manager
Kenny Asher, Community Development and Public Works Director.

From: Gavin Hales, Transportation Liaison

Subject: Transportation Liaison Report on Public Perspectives Regarding
Transportation (August 2006 – January 2007)

Date: February 9th, 2007 for February 20th, 2007

Action Requested

None. This report is for information purposes only.

Background

Over the past six months, the City of Milwaukie's Transportation Liaison has met with 97 people to hear their thoughts and concerns about Milwaukie's transportation network. These meetings were arranged by using the city's database of interested neighbors, staff contacts, church and PTO organizations, Farmer's Market contacts and word-of-mouth requests.

The Transportation Liaison began the outreach effort by meeting with the chairs of Milwaukie's neighborhood associations. They have been informed of this effort and encouraged to direct interested members to contact City staff. Staff has also made an effort to contact all School Parent Teacher Organizations (PTOs) and Churches within the City of Milwaukie and its Urban Growth Management Area (UGMA). 12 out of 26 PTOs have responded to Staff's requests to inform their membership of this effort, resulting in 6 presentations by City staff. 20 out of 40 Churches have responded to Staff's requests to inform their membership of this effort, resulting in 3 presentations and the distribution of fliers to the remainder. Staff has also sent information to Milwaukie's Elks Lodge, American Legion Post, and Masonic Lodge at their request.

The Transportation Liaison used the same script of questions for each interview (included as attachment 1 to this report). The Liaison encouraged interviewees to talk more where they felt most interested or concerned.

This staff report is intended to give Council and the community a flavor of what these interviews have turned up. This should not be mistaken with a survey, nor a representative sample of Milwaukie attitudes overall. As much as anything, the work of the Transportation Liaison is simply to give citizens a chance to talk about transportation with someone at the City, and to provide those citizens with information about how they can do additional civic work on the issues they care about.

The following summarizes responses to five major topical questions about transportation in Milwaukie.

Light Rail

71 people, out of 97 interviewed, expressed an opinion regarding Light Rail. Out of these, 53 expressed a desire to see Light Rail come to Milwaukie, 10 expressed neutrality or hesitations on the issue, and 8 indicated opposition.

Bus Service

55 people, out of 97 interviewed, expressed an opinion regarding bus service. The common themes were that the Transit Center should be moved from its current location, that frequency should be increased on existing bus lines, that bus schedules should be better coordinated to meet work and school schedules of Milwaukie residents, and that stronger bus connections should be developed to key destinations including the Milwaukie Center and Clackamas Town Center. Lack of shelters at bus stops and bad behavior on buses were also mentioned as serious detriments to transit use.

Traffic

42 people, out of 97 interviewed, expressed an opinion regarding traffic. The key concerns mentioned in these responses were cut-through traffic and speeding along a number of Milwaukie streets. Lake Road, Monroe Street, Harrison Street and Rusk Road received particular mention. In addition, residents expressed concern about the safety of two key intersections: Oak Street and the 224 Expressway, and River Road and the 99E Expressway. Residents expressed that a left turn lane southbound on Oak Street onto 224 East would greatly increase safety at this intersection. At River Road and 99E, residents expressed the need for an alternate configuration that allows for safe merging from River Road onto the expressway. Residents also expressed the need for additional traffic calming devices to direct traffic onto key streets and keep it out of their neighborhoods.

Sidewalks

28 people, out of 97 interviewed, expressed an opinion regarding sidewalks. The key concerns mentioned in these responses were the need for increased connectivity/continuity within the City's pedestrian network, the need for safe connections to schools and senior centers, and the desire to establish network wide walking/bike maps. Three streets, received particular mention as locations in need of pedestrian improvements: Railroad Avenue, Lake Road, and Home Ave.

Bicycles

42 people, out of 97 interviewed, expressed an opinion regarding bicycles. The key concerns mentioned in these responses were the need for bike connections on 17th Avenue and Railroad Avenue, better bike parking in downtown Milwaukee, and the need to improve safety by separating bike travel from auto traffic. Residents suggested the City create a network of bike trails and neighborhood streets that would allow for bike travel without the use of roads with high traffic volumes.

For additional detail on Transportation opinions, Council is directed to Attachment 2, which lists all of the comments received to date, categorized by topic area.

Concurrence

None. This report is for information purposes only.

Fiscal Impact

None. This report is for information purposes only.

Work Load Impacts

None. This report is for information purposes only.

Alternatives

None. This report is for information purposes only.

Attachments

1. Interview Questions and Content
2. Citizen Issues and Concerns List
3. Community Contacts List
4. List of Churches Contacted
5. List of Schools/PTO's Contacted

Attachment 1

Interview Questions and Content

Q: What do you think about Milwaukie light rail?

-Alignment: where do you think it should go?

-Transit Center: where do you think it should be?

-Economy (as a congestion solution): do you think it would help reduce traffic? Improve downtown? Create local jobs?

- Has the City of Milwaukie done anything to help with this, or is there anything you think the city should do?

Q: What do you think about bus service?

-Level of service (frequency, dependability): Do you feel that you can get around using the bus?

-What do you think of Bus Rapid Transit?

- Has the City of Milwaukie done anything to help with this, or is there anything you think the city should do?

Q: What do you think about traffic conditions in Milwaukie?

-What neighborhood do you live in?

-Are there congestion problems in your neighborhood?

-On your way to work?

-Do you think that fixed-route transit could be part of a strategy to address this congestion?

- Has the City of Milwaukie done anything to help with this, or is there anything you think the city should do?

Q: What do you think about the condition of sidewalks in Milwaukie?

-Connectivity: can you get around easily?

-Pedestrian safety: do you feel safe walking? (in your neighborhood? Downtown? Etc..)

-Quality: do they seem to need repairs?

- Has the City of Milwaukie done anything to help with this, or is there anything you think the city should do?

Q: What do you think about biking in Milwaukie?

-Safety of routes: do you feel safe riding your bike? As recreation? Commuting?

-Connectivity of routes: do you feel you can get around on your bike?

-Bike parking: do you feel there are safe locations/ enough locations to park your bike?

- Has the City of Milwaukie done anything to help with this, or is there anything you think the city should do?

Q: What do you think about establishing a train horn quiet zone here in Milwaukie?

-Is this a high priority for you?

Q: Can I contact you on any of these issues when they come up at Council or in planning processes? How?

Q: Who else do you know that would talk to me about Milwaukie's transportation issues?

Attachment 2

Citizen Issues and Concerns List

Gavin Hales
2/8/07

Transit Center Location ideas: (# of supporters)

In Town: 19

Behind Milwaukie Marketplace: (5)
Downtown Milwaukie: (8)
Lumberyard: (2)
"Cash-Spot": (2)
Post office: (2)

North: 18

Southgate: (12)
Southgate with stations in downtown: (2)
99E/ 224 Vicinity: (1)
North of Downtown: (1)
Vacant State Land North of Downtown: (1)
Tacoma St: (1)

South and other: 7 and 8

South of Downtown: (5)
Clackamas Town Center: (3)
99E South of Downtown: (1)
Park Ave: (1)

It needs to be close enough to enough people that it isn't one more thing people have to drive to. (1)

I don't know that downtown is feasible. (1)

We'd be better off with more than one. (1)

I don't think Southgate is the answer. (1)

It needs to be near downtown, but not near the (Waldorf) school. Southgate is too far. I could see it past Milwaukie lumber. (1)

It needs to be close by. What about the waterfront? 1/15/07

Move the Transit Center out of downtown to keep that area near schools and library walkable and family-friendly. We have a great pedestrian downtown except for that.-1/25/07

Traffic Concerns: (# who list as concern)

Cut through:

- Cut-through traffic: 99E to 224 and vice versa. (4)
- JCB below 45th, is passing through a neighborhood but carries the capacity of a bigger street. Has a split personality, its 25 mph and in a neighborhood but receives a lot of use. A lot of cut-through traffic and un-muffled engines. City needs to route commuter traffic away from JCB. (2)
- Neighborhood Traffic: cut-through from 34th to Washington; cars avoid speed bumps by racing through the neighborhood. (2)
- Speeding on River Rd., slow down traffic and deter people from coming off 99E. The neighborhood is unified on this. (1)
- Someone needs to come up with a really thorough plan (for preventing cut-through of historic Milwaukie,) and take it to neighbors... they would pay. (1)
- Keep Monroe and Harrison from becoming major thoroughfares. (1)

- Traffic going W on Lake Road and turning Left onto Oatfield is getting worse. The city needs to work on providing alternate routes, expanding the intersection, and provide for safer pedestrian crossings here. (1)
- River Rd used to be an unknown alternative to 99E, now we have motorcycles flying through, and the only speed traps are down close to town. (1)
- Rusk Rd has become a cut-through for high school kids. We've had 10+ accidents. Kids can't play in the front yard because the cars are flying through. The road isn't built to be a connector, it has too many curves. 1/12/07

Problem Intersections/ Streets:

- Synchronize the lights on 224 to improve traffic flows. (3)
- 40th ave near King Rd: too narrow with on street parking, need to make room for delivery trucks and other traffic. (2)
- 42nd and King: intersection problems. Need a light, improved pedestrian crossings. (2)
- 99E is limited, gridlock backs into town (up JCB and other streets.) Anything to get the cars of the road... (1)
- Aldercrest should be slower, 30 mph is too fast, it has no shoulders, no sidewalks. (1)
- Monroe needs to be cleaned up from St. John's to the city boundary. (1)
- Lake Rd. Traffic has gotten pretty bad. (1)
- 99E and Harrison: signal timing on left turn signal causes backup of traffic into Harrison and Main Street intersection. (1)
- Speeding is an issue on Monroe. (1)
- Milwaukie is divine. The only problem is 99E, its antiquated. I'd never want the trees taken down however. (1)
- Rowe Middle School westbound: non-functioning flashing school sign; says "20 mph when lights flash" but doesn't ever flash. It should say "20 mph 7am to 5pm." (1)
- 42nd ave; no L-turn lane into new Safeway. (1)
- 99E congestion: It would be nice if we had another way to get across the river. (Suggested a ferry or water trolley.) (1)
- Lots of cars are getting hit on 40th. (1)
- Need to address the bottleneck at Lake and Harmony. (1)
- 224 at Milwaukie Marketplace: better turning and crossings are needed. (1)
- 99E gets more and more congested from 7:15 to 8:30. I'd like to see the road widened. (1)
- River Road as it comes into Milwaukie...(I) have some issue with safety there. (1)
- 42nd and King is so dangerous now. There's no clear idea for those turning from 42nd onto King. Also for traffic continuing onto King the lack of visibility makes this a pedestrian risk. Turn this back into a 3 way stop. (1)
- Traffic levels are bad on Harrison between 99E and Main. (1)
- Aldercrest and Rusk is dangerous, there are 1-2 accidents per year out there. I've had 3 cars crash into my house. I don't know what the solution is, but it's a deathtrap area.(1)
- Linwood and Railroad is really bad. We need another turn lane eastbound turning right off Railroad. A westbound left turn priority, and a southbound right turn lane. In terms of signal priority, you should be able to make a L turn off Linwood while the train is there. (1)
- Hwy 224/ Edison: they've done a lot of work, but it needs more. Right of way is confusing, its likely there will be accidents. (1)
- Oatfield/ Lake Rd is particularly bad. No real recommendation, but it needs to be looked at. (1)
- 224/ Oak. A left turn signal for cars coming onto the freeway is needed. I have witnessed many near-misses. (1)
- We need a consistent speed limit on Lake Rd. It needs to have a visually appealing community feel to it. (1)
- In Milwaukie traffic is okay. Rush hour on 99E into and out of Portland is pretty jammed up. I know its kind of the way it is everywhere. But there's been a lot of growth outside Milwaukie. Light Rail would ease this up a bit. (1)

- One thing I'd love to see fixed, Harrison and 42nd, if you're heading S. on 42nd and you want to go straight, have to get into L lane... if you go straight you would go directly into oncoming traffic. I know some of our elderly people would have trouble with this, and people who are unfamiliar. Lines should be redrawn a little bit to make this easier.- 12/19/06
- 224: noise pollution abatement. Its pretty awful from 6am to 9am ...they don't have sound walls. I don't know if they even think about the impact that it has on the community. Maybe sound walls, more tree plantings, something to help. -1/25/06
- 99E project: traffic flow has been directed, some things like the waterfront are not as easily accessible as they used to be. People's access to the waterfront and to Johnson creek should be kept in the forefront rather than just the traffic flow. All kinds of access...most convoluted in your car.-1/25/06
- By your installing sidewalks on 41 St the street is now too narrow for two way traffic IF THERE is a car parked at the curb. My suggestion is don't allow street parking between Howe and Johnson Creek Blvd. This is a heavily traveled street. -12/14/06
- Put a left-turn signal at the Oak/224 intersection so people turning out of the neighborhood do not risk collision by waiting till the signal is red to turn onto 224. (Usually there is no chance to turn otherwise because of oncoming traffic from Milwaukie Marketplace.)-1/25/07
- Oak/ 224 Intersection needs left turn only signals. Its also hard to get out of Albertsons as is, and with the Walgreens opening, we need a light at that intersection. (1)
- 42nd and Lewelling at Papa Murphy's and the Safeway Gas Station, you have to be in the left lane to go straight. You should make the left lane a turn lane and use the right lane for through traffic. 2/1/07
- I would love to see a left turn signal onto 224 from Oak. Its dangerous right now because cars wait to turn and then zoom across. 2/2/07
- River Road/ 99E is an impossible intersection, I'd love to see that one fixed. 2/2/07

Traffic Calming

- Designate arterials: keep traffic calming off these to keep traffic moving around, not through, neighborhoods. (1)
- 32nd avenue barrier: is this going to stay? Please yes. (1)
- Median strips were beautifully landscaped to begin with, now they're full of weeds, there needs to be a plan for citizen involvement to weed/ maintain these, maybe citizen workdays? (1)
- Enforcement on the speed limits would be great. I'd like to see people slow down in the city. (1)
- We need more traffic calming in downtown (on Harrison.) We need people to know they're in downtown. (1)
- "The roundabout on 34th is too small. Cars keep running it over. The signs are too high to be effective." 1/9/07
- At the very least we need speed bumps coming around the S-turn on Rusk Rd. We've had multiple accidents there. People don't judge the turn well and they come through too fast. 1/12/07
- We have had a series of accidents at our corner (turn on 42nd ave.) In this year alone my tree has been hit twice, my mailbox once, and my retaining wall hit badly three times. This has been a constant battle. People are going around the corner much too fast. Its dangerous for my kids, I don't feel safe with them out there. This has cost me a lot of time and money. Everyone at the corner leaves it up to me to fix as it happens in my yard. We need speed bumps or a three way stop. These would be an annoyance but anything is better than this. 1/15/07
- Living off Lake Rd, traffic calming is a big issue for us, people speed a lot. I would like speed limit to be 25mph and to have traffic calming along Lake. -1/25/06
- I saw that the roundabout on 34th got rebuilt, but it's much too small to be effective. I don't know why they/you chose to put that big concrete margin around the outside of it. I

- watched cars today (I was walking my toddler to Century Park--a hair-raising experience in itself since there are no sidewalks on Sellwood) and they just drove right over the flat concrete part and it didn't slow them down at ALL. Too bad. The last one was wonky, but at least people had to slow down to get around it. One other note--on all the other roundabouts I've seen, the signs that are installed ON the roundabout are usually short, just a foot or two off the ground, not tall like you guys have. For some reason, they are hard to see when they're tall but in the middle of the road. Probably because you're watching lower down the centerline. I don't know. I also had hoped that the roundabouts would be installed IN the neighborhood. With it where it is it's ineffective at best, and at worst, encourages more people to go through the neighborhood to avoid the traffic impediments on 34th. They SHOULD have put one at the top of the hill at 34th and Wister, and then one at 32nd and Sellwood, and then a third one on 30th just up from the Little Store (one block South of Washington, don't know the street). That would have been a major deterrent from people cutting through the neighborhood, which is the major problem. Meanwhile, though, I have an even easier/cheaper solution. Stop signs. Our neighborhood has gotten to have enough traffic that there are near fender-benders on a daily basis. No one stops or slows through any of the unmarked intersections, they just plow on through. But there's more people now, and people are coming the other way, too fast, and also not planning on stopping. I've been in a couple of near misses just in the last couple of months. So I think having stop signs is completely justified, since there is a real and present danger at each intersection. I would suggest doing them alternating, every-other intersection, so that whatever street you're on, you go two blocks then stop, two blocks then stop, etc..-12/28/06
- We need people to slow down on Lake Road. 2/1/07

Other

- Neighborhood Access: (Linwood) lots of dead ends, hard to get around. (2)
- Milwaukie itself is not bad, but is getting worse. (1)
- Road conditions are fair to partly cloudy. (1)
- Take lights off 224. (1)
- We need more clear signage. There cannot be enough. (1)
- Railroad avenue should be turned into more of a boulevard. (1)
- As density increases, traffic gets pretty astonishing. I'd love to be able to think of Milwaukie as a center to come to. At this point I only go to the farmer's market. For dining/ entertainment I go to Sellwood. (1)
- It's horrible right now. Downtown specifically is too busy. I noticed last year that more people were being stopped by traffic police. (1)
- The River Road and 99E merge works for now, but in the long run we need something better. (1)
- I like the 99E improvements, I'm satisfied that traffic in Milwaukie is pretty well managed. I'd thought there would be major improvements to Lake Rd. (1)
- "Remove all speed bumps. We do not want to slow down fire trucks and emergency vehicles. Remove mini-parks with trees and concrete barriers from the middle of streets and replace them with turn lanes. Create free parking blocks for high density urban shopping and work areas. Remove all parking meters. They only punish inner-city shoppers. Remove bicycle lanes and parking along streets that are dedicated as drive-time boulevards, which should maximize the number of traffic lanes. Find out where the bottlenecks are and what causes them. Replace the monstrous oversize buses with a greater number of half-size or three-quarter-size buses that better fit the actual occupancy rates. Separate bicycle traffic from motorized traffic wherever possible. Give through traffic a way to avoid the areas they only want to get through." (1)
- I've not been very happy. An issue that is not being addressed is parking on 40th. They expanded one side of the street so now people park where they didn't before. The lanes don't allow for two vehicles to pass when vehicles are parked. You have to wait for the

- other vehicle. Why couldn't they have expanded the street to have enough space or not placed parking where it doesn't fit? 1/15/07
- I'm concerned about the development by Albertsons (Graymore) causing a lot of traffic in and out of there. 2/2/07
 - Its nasty. Because of the way its laid out. If they would lay out the streets first to look at the flow of traffic in front of an area. The street network should be planned for 10 to 15 years out. 2/1/07
 - 99E is a real detractor from downtown Milwaukie. We need to have an identity. The Masonic lodge is beautiful, we should emulate its architecture. 2/1/07

LRT Comments:

General:

- It should have been here ten years ago. (2)
- Alignment right down 99E with a Park and Ride in Ardenwald. (2)
- Back east you can get off the train and go straight to your house. (1)
- I'm not an advocate, too high cost and a limited route. Buses give a number of options.(1)
- The rail corridor is already there, perhaps use the branch line. (1)
- A great idea, being able to go from Milwaukie / Oregon City is pretty exciting... eliminating car traffic. (1)
- Like Hillsboro, it (the route) just makes so much sense...I go by there and the trains are packed, if you provide more options to more people they will use it. (1)
- I want it, I've always wanted it, we're going to end up like Seattle if we don't do something. (1)
- I do want to see it come, if there's a way to bring it south of downtown. (1)
- With the way the economy is, a lot of people will use it. (1)
- "Don't see the purpose, we should take care of what we already have."
- Alignment should parallel 99E. (1)
- Accessibility to Johnson Creek Blvd and the Springwater is key. (1)
- We need to restart a public discussion, I hate to see other discussions slowed down by the light rail question. (1)
- Alignment: stick to main arterials: 99E and 224. (1)
- The costs don't pencil. (1)
- This is a great idea. (1)
- It would be an eyesore. (1)
- I'm disappointed it didn't happen by Kellogg. (1)
- I'm all for it, it would alleviate congestion on 99E. We're behind most of the world on public transportation. (1)
- I'm all for it, system worked on West-Side, I'm a major supporter. (1)
- I think it (LRT) would improve Milwaukie, alleviate highway congestion. It should go all the way to Oregon City. (1)
- Anyone who wants to get to the airport will have to access endpoints. We don't have a very good system of connecting laterals to main routes. A good example is the #34 bus, its badly timed. It runs once an hour so one missed connection results in a doubling of your trip length. (1)
- It would be fabulous to have, I'm an avid proponent. What can we do to help? (1)
- Milwaukie should not be the endpoint. It should go all the way to 205. (1)
- I think we should have it, why isn't it here. It should have been here by now. (1)
- I'm very opposed. I lived in Portland for the last four and a half years, we just moved, and I've seen bus service deteriorate for lack of money while they build fixed routes. We should spend that money on more buses. (1)
- I want it, badly. (1)
- I think its critical that we have Light Rail. I don't think the prospects are very good. (1)

- The idea is good as long as it doesn't take away from lanes of traffic (on 99E). It would be good for Milwaukie, especially for younger people, it would enhance the appeal by reducing the commute. (1)
- I want it, actually tomorrow would be great. I'm sick of the car thing, the bus thing. (1)
- So totally for it. The sooner the better. (1)
- "I think it would be really wonderful to have a MAX line going to the South. I've tried to figure out the bus system, but it just takes too long. It would be a real boon to me to not have to get into my car. A lot of people are thinking about it." (1)
- "I'm totally for it. We both work downtown and parking there is a drag. I do take the bus about once a week, but I'd like something not tied up in traffic. That and it brings up property values."
- "It would be ideal for me. I work at the (OHSU) waterfront campus." 1/12/07
- I'm definitely for it. We should get as many cars off the road as possible. 1/12/07
- It makes sense to come out 99E. 11/13/07
- I'm very excited about it; it should be done. I know they attempted it in '93 and that it didn't make it. I think that's very sad. Now they're trying to get it and there's a lot more competition. I find getting around this city difficult. 1/18/07
- It seems obvious to me but why have they not thought to use the underside of the Marquam bridge as the rail bridge for the Light Rail to cross? Tri-Met should consider this. 1/18/07
- Not real fond of it. I don't like how the city is really trying to move toward a pedestrian only type of thing. I'd like to see it be more accessible for people with cars. -12/4/06
- I'm absolutely in favor of it. I don't think we could get it too fast. -2/5/07
- I like the notion. I would probably use it, depending on schedules. 2/1/07
- It would depend on where it went. If it goes to Milwaukie Transit Center than I still have to get to the transit center. The #31 bus would take me there (downtown Portland,) anyway. 2/1/07
- What Light Rail? I've been hearing about it for years. It may meet somebody's needs but not the general community's. Part of the issue for me is that a whole bunch of things are happening concurrently. Should it happen? I'm ambivalent. How do you turn around and about a light industrial area with a quality of life/ shopping/ urban environment? These would be wildly different but adjacent uses. We would need something like a demilitarized zone to allow these two entities to exist. 2/1/07
- I think it's a great idea. You have to have alternatives to cars. Other countries all have it. 2/1/07

Downtown:

- Whatever alignment it takes it needs to come downtown. (2)
- Downtown is where it (the Transit Center) should be in order to be a viable business. North Interstate is absolutely phenomenal, if (LRT) would probably bring that kind of change to Milwaukie. (1)
- Come all the way into downtown... near the post office for terminus station. (1)
- I'd like to see it come all the way into downtown. (1)
- I think the light rail coming to Milwaukie is a wonderful opportunity to alleviate some of the auto traffic. I would love to see the station be somewhere near PWS (Portland Waldorf School), within walking distance- but not right alongside. (1)
- I would very much favor and travel via light rail if it was available within walking distance of the PWS. We travel throughout the Portland-metro area for work and other activities and use light rail regularly. This option could allow our family to forego our 2nd car and would be a much more comfortable commute for our family. (1)
- There should be a stop at the Texaco site. (1)
- I'm not for Light Rail if that's (downtown Milwaukie) the main destination. We don't have a downtown. We don't have lively storefronts. Why are we putting Light Rail direct to that? If we were to do a Light Rail down 99E and Milwaukie

was one of the stops that would be alright. (Ultimate destination?) Oregon City or West Clackamas County. 2/1/07

Crime Concerns:

- " I have mixed feelings, its really good for some people. The convenience (of it) is good and bad. Criminals could come into the area. If it's planned well it could be beneficial to the economy." (1)
- Who will this bring in (crime concerns)? (1)
- Whatever they are, we should be honest about the risks (of crime) and be conscious about mitigation efforts. If we don't actively create what we want, its going to happen to us. (1)
- Don't want it stopping anywhere near an elementary school, some riders have no business being near a school. (1)
- I want to express my concern about locating a lightrail station near the Portland Waldorf School. This is an elementary school from Kindergarten up. The lightrail would add a lot of noise and congestion to this area. The two are not compatible. Please look for an area that does not impact so many children. -12/13/06

Neighborhood Impacts:

- (Would support) If it is planned so it doesn't impact the neighborhoods. (1)
- It needs to be planned so it doesn't change the mobility of the neighborhoods. (1)
- Depending on its path, it can be very positive. There are issues we have to deal with. (1)
- I think I have mixed feelings about it. I think that it's a nice idea, the realization of it for the community, what it really means is a difficult thing to nail down. I think there are a lot of interests that would like, big picture is a nice idea, how it will effect the community remains to be seen. I see it as something that developers would love to have come down. The impact on the neighborhoods will not exactly be worthwhile. Personally I don't see myself needing to use it, I'm either driving locally or walking or biking. -1/25/07

Parking:

- There needs to be long-term parking at the LRT stations. For people who want to park all day or go to the airport. (1)
- It would be a positive step. There needs to be consideration for park/ride versus transit from downtown... P/R doesn't need to be in the downtown core. I'd love to see it go in to the Sunnyside/Clackamas Area. Or a link to Oregon City....P/R would be fine in downtown but you have limited space, without the funds for a giant parking garage, you would want to locate elsewhere. A big flat parking lot doesn't make sense. -12/19/06
- Can they get here yesterday? I'm all for it, voted for it. We're crazy to have voted it down. No matter where you put it, people are going to have to drive to it. Southgate would be great. I would have liked a multi-story garage at Southgate. Another spot would be somewhere in downtown, maybe the edge of the Waldorf property. 2/2/07

Bike Comments:

General:

- Bike lanes could double as sidewalks. (3)
- The more the merrier. We should become a bike-friendly city, they're the most efficient way to get around. (1)
- Make this area stand out from the rest of the country. Maintain the system and expand as needed. (1).
- We don't have enough bike paths, we have the Springwater but we're not bike friendly (1).

- The city should encourage anything that promotes alternatives over cars. (1)
- Adding a good bikeway to the railroad bridge would be a great improvement. (It would provide a) connection to Lake Oswego; anyway we could connect would be great. (1)
- We need more lanes. To be able to bike (safely) to the Springwater would be great. (1)
- Street cleaning is essential for bikes. All the debris goes right into the bike path. (1)
- A Bridge connection to Lake Oswego would be great. (1)
- I can't really visualize where they are. There are some on Oatfield, King and Linwood. I don't think there's much provision for bikes. (1)
- You need to provide good access. Particularly good East-West connections, good connections to downtown Milwaukie. (1)
- You need more water fountains and public restrooms along bike routes. 1/18/07
- I love to bike. For me it's the best way to get around. I bike with my children, and it's a big challenge for them. The traffic is very dangerous, most parents would not do it. Railroad crossings are difficult for children, those could be improved. The bike access to waterfront could be clearer. Getting to places like Minthorn creek, there are no real lanes over there. Getting over to North Clackamas park is a challenge, we do it, but it would nice if it was better. I wish that bikes were more of a focus than cars. -1/25/06

Separating Uses:

- We need pedestrian/ bike only neighborhood streets. You could allow scooters and make room for kids to play. (1)
- More routes where you don't have to contend with cars would allow a lot of people to ride their bikes who don't now because its not safe. People of all ages. (1)
- We're hoping that the trolley trail will be completed. Right now we have to use surface streets... I'd love to see it all connected with real bike trails (instead of lanes,) so you could go all the way to Oregon City. (1)
- I have mixed feelings about bike lanes. I think we should keep them on separated paths, I don't think its safe to have them in traffic. I think there should be a public safety campaign for bike/ car interactions. Maybe public service announcements. (1)
- I bike with my children and it isn't safe to be out with traffic. We need some protection (from cars) other than just a white line. (1)
- I've had too many friends hurt or killed. Unless its (the lane) moved away from traffic into some kind of dedicated bike lane. That would be wonderful, especially if it tied into downtown Milwaukie. (1)
- The biggest thing that makes biking safe is not bike lanes. Its small and safe neighborhood streets. You can't safely walk or ride a bike on arterials. You need neighborhood routes. 1/18/07
- I would it I could. I think mass transit and bicycles are the only way to get us out of trouble. I've often thought we should have a road, or many roads, that were just bike paths/ walking routes. 2/1/07

Safety:

- I've almost been pushed off the road twice by buses coming into the bike lane.(1)
- Poor condition/ connectivity of system reduces safety. (1)
- I wish it was safer, the three bridges is a step in the right direction. (1)

Bike Map/ Routes:

- It would be nice to have more directional signs for routes from one place to another. We'll defined routes to get you to major places. (1)

- We need public information biking/walking maps for safe routes around Milwaukie. Something that could be handed out at the city booth. (1)

Locations:

- Johnson Creek Blvd from 42nd to 99E is extremely precarious even with a bike lane. On a couple of the curves (where the line is worn away,) you would be hit by cars. A car is going to take the straightest way possible. We need road bumps on the corners to let cars know they are in the lane. (2)
- On the Springwater Corridor, (not in the city,) Bell ave and 82nd ave crossings take forever. (1)
- 40th Ave: No bike lane, bikes are out in traffic. (1)
- King Rd is going to need more bike connections. (1)
- Crossing 224, revamp intersections at 37th, Oak. Improve Connectivity. (1)
- The path to River Road winds, it's a recreational layout, not a commuting layout. From Park to River Road we need a commuting connection. (1)
- The curves on River Road off Amadeus, there are cars cutting into the bike lane. (1)
- We need bike lanes on Lake Rd. (1)
- The unregulated intersection off River Road and 99E where traffic turning left off of North bound 99E merges with traffic turning left off River Road toward 22nd avenue is dangerous to cars and bikes. At the very least it needs a yield sign. (1)
- Its hard to cross 99E and 224.
- Aldercrest and Rusk are horrible for bike lanes. 1/12/07
- Thiessen from Aldercrest up to Webster there's a bike path so overgrown that you can't use it. 1/12/07 (county)
- The bike lanes on Johnson Creek Blvd are too dangerous. We need better access from here (42nd and King) to the Springwater corridor. 1/15/07
- Going left off of Harmony Rd at Lake Rd is a particularly bad intersection. 1/18/07
- You need a stronger connection from Lake Rd. to Linwood Ave. 1/18/07
- You need to connect Oatfield Rd. to downtown Milwaukie. 1/18/07

17th Ave:

- 17th Street is a key connection. (4)
- On 17th (from Tacoma,) bike lane disappears. (2)
- Just out of Milwaukie as soon as you get to the top of 17th the bike path stops. That whole area doesn't have lanes. A bike path there to connect River Rd to the corridor would be great. (1)
- Coming off 17th right before 99E, cars use the bike lane as a turn lane. We need reflector bumps to keep cars out of lane. (1)
- 17th toward 224 (going North): there's no blue bike lane as cars merge onto 224. (1)
- 17th near Sisco: raised unlit sidewalk intrusions into the bike lane are very dangerous. (1)

Bike Parking:

- Would be nice to have more bike parking. (4)
- There's no bike parking in downtown. We love to bike to the market and every pole has a bike parked to it. Anything we can do to encourage this would help to advertise Milwaukie as a bike friendly city. (1)
- Being able to go somewhere and have facilities to safely store their bike once they get there. We spend millions on car parking, it would cost a pittance to park bikes safely, you have to make it easy. (1)
- I wouldn't mind more bike parking and bike signage. (1)

Railroad Ave:

- We need a bike lane on Railroad Avenue. (3)
- We need a separated bike path along Railroad avenue. (1)

Bus Comments:**General:**

- In San Fransisco they do a free transit day. It gives a lot of people who don't normally use it a chance to check out the system. (1)
- Bus on our street (JCB) stops at stop sign and then stops in front of our house. It traps cars in the middle of the intersection who then honk. The bus should have its stop at the stop sign or the stop should be eliminated. We also need a garbage can at this bus stop. (2)
- We don't ride them much, but taking them to the airport is a great connection. (2)
- Its very efficient, I recommend it for partial trips. Its very good to go downtown (Portland), you don't have to park so its faster with traffic. (1)
- Can't say we need anymore, but we don't want less. (1)
- Bus service for King Rd/ Linwood area? (1)
- A bus on Railroad avenue would be great. (1)
- Trash issues need to be addressed.
- The #32 on Oatfield doesn't run on weekends, I'd use it more if it ran then. (1)
- It just doesn't service what I do. My wife has tried it, it took forever, its faster to bike. (1)
- If Light Rail was here I would use it to connect. (1)
- The City should interface with Tri-met to run smaller buses as they don't have many riders here, and these would be smaller impact. (1)
- 45th is a big hill...to catch a bus I have to walk uphill ½ mile to Safeway... Could we have a line on Railroad Ave? (1)
- I think we have some spotty bus service. (1)
- I'm not too thrilled about it coming down 42nd. We've gotten used the noise. They actually took money off the value of my home due to noise at the corner. I don't use it, I would be much more likely to use MAX. 1/15/07
- It runs great, but is very crowded. I've lived here about 5 years and it seems there are more and more people here. The system works great, except for the whole transient thing. (1)
- I think its excellent, actually. When I choose to use it it arrives every 15 minutes. 2/5/07

Downtown Transit Center:

- Get them out of downtown. (8)
- Get rid of layovers whether or not there is a transit center. (1)
- I'm a firm believer in getting buses out of downtown except when picking people up. (1)
- The Bus Mall by City Hall seems kinda messy, a little scary to me. If they cleaned it up it would be a good thing. (1)

Frequency:

- Increase frequency. (3)
- I'd like to see something like Curachiba, Brazil (Bus Rapid Transit) (2).
- More small buses, more frequently. (1)
- Most lines are 1/hr off peak hours, you can walk faster. (1)
- We need more neighborhood bus routes; place lines closer to people and run service more frequently. (1)

- Buses to downtown Milwaukie are a little unreliable. Bus service further out is too infrequent to be useful. We should increase frequency and run them later in the day. They stop early enough that we can't use them to get home from work. (1)
- I wish the #31 or #28 ran more frequently. Instead of building a bus mall in Portland they should improve bus service. 2/1/07
- I would take the bus to Clackamas Town Center except its only once an hour on Lake Road. So, I'm back to using my car. 2/2/07

Coordination:

- If the system was easier/ served more peoples needs it would be better used and more enjoyable. (1)
- Reschedule the #28 bus to coincide more closely with the LaSalle H.S. schedule. Right now they are passing up a lot of riders. (1)
- A big issue for us, we use it a lot. #29 is our connection, schedule has really fallen off for regular commuters. Used to come every ½ hour, now its up to 1/hr. Improving that connection so it works for commuters. Used to work more smoothly. If you're a minute late to the TC you miss your connection. Frequent service, more conscious scheduling for getting people to work/ school. Conscious of the schedules of the people who are using it. -1/25/07
- The #29 bus has had its service slashed to the point that its no longer useful to anyone. If it were there I would use it. Something more thoughtful than the current shuttle system on Lake Road is needed. There should be a heavy emphasis on taking care of the people who work 9-5. 2/1/07

Connections:

- Bus access to the senior center needs to be improved. (1)
- We need better bus connections to Clackamas Town Center. (1)
- Transit times are too long, we need better connections to downtown Portland and the airport. (1)
- Service on the West side of the City is pretty good. On the East side it would take 2.5 hours get to work on the bus, versus 20 minutes by car. Linwood is at the point that it could use better bus service. We need access from Linwood to 82nd ave. (1)
- I wish there was more efficient service to Lloyd Center. #70 takes too long. Close to an hour. I would gladly take the bus if there was a better connection. 2/2/07
- Its abysmal. I have family on the East Coast. Everything runs like a song back there. Everyone I've talked to hates what downtown is like with the buses. We should organize the rail system with strong spur and parallel connections (via bus)... that works logically. The system here is cumbersome. 2/1/07

Behavior:

- Behaviors on the bus make the larger population uncomfortable riding buses or trains. (1)

Shelters:

- Could use maintenance and/ or a bench at some stations. On the South side of River Rd I've seen people sitting on the curb. (1)
- We have an unfriendly transit system, there's not enough shelter for year round use. Even where there are shelters, when there are more than five people, some have to stand in the rain. The transit system is not designed for foul weather. We need to seriously enhance our shelters. (1)
- "A bus shelter on Lake Rd would be great." (1)

Sidewalk (and Pedestrian) Comments:

General:

- They bring people together, create a sense of community, let you get to know your neighbors. (3)
- We need a ferry connection for bikes/pedestrians to Lake Oswego. Lake Oswego residents could come to the Milwaukie farmer's market. It might increase the demand for downtown businesses. (2)
- I would give up some property to have a sidewalk. (1)
- Some physical barrier to separate pedestrians from autos is necessary. (1)
- Although there are few sidewalks, everyone is still out walking in their neighborhoods, this is a safety concern. (1)
- Cut back bushes at intersections to improve visibility. (1)
- I would like to see the city pull together some statistics on the value of sidewalks to a community. (1)
- If you are a city you should have sidewalks everywhere. (1)
- I'm grateful for the lack of sidewalks, we don't need them. Our "wooded lanes" thrill me. Then again, I don't have a young child, so I don't have to be concerned. (1)
- I would really like to see some kind of pool of funds for materials (for residents) to maintain sidewalks. Maybe contractors could do several blocks at a time so that it would be cheaper for citizens. (1)
- The higher the traffic speeds the more we need them, but it doesn't make it safer if traffic is really out of control. It comes down to traffic speed as to whether walking is safe/feasible. For children this is a particular challenge.- 1/25/06
- You should get them. 2/1/07

Continuity/ Connectivity:

- The system is incomplete, many areas where they just stop. (1)
- No continuity in the walkways. (1)
- I'd rather see focused addition of sidewalks (with good connectivity,) rather than wholesale placement. (1)
- I love the added sidewalks on 42nd and in this section of town. 40th is great. It makes the city look more modern and user friendly. Can I get around? Its getting to be that way. 1/15/07
- I think there should be more easily accessible sidewalk connections throughout Milwaukie. 2/5/07

Safe Routes (to schools and seniors):

- Walking to schools needs to be encouraged, clean up bad walkways. (1)
- Partner with the schools, say "here are routes, now lets do our part and get kids to use them." (1)
- Partner with senior centers/ seniors to establish safe walking routes. (1)

Citywide Walking/ Bike Paths:

- I wish Milwaukie was more pedestrian friendly. Its to the point that my wife wants to move to Bridlemile. I would like to see a citywide effort to develop walking/bike paths. This is a key component if the city wants to attract/ keep young people. Right now most of my neighbors have to drive somewhere if they want to take a walk. (1)

Locations:

- We need sidewalks on Railroad ave. (4)
- We need sidewalks on Home ave. (2)
- On 40th and 42nd avenues will be awesome. (2)

- 42nd and Adams all the way to Adams/ Railroad, no sidewalks. Route that kids use to get to school. This is a health and safety route that the City should do something about. Would residents have to pay, will city pay for it? (1)
- Crossing from Ardenwald to downtown over 224: (224 and Oak/ Harrison) This is dangerous for pedestrians, connection needs to be improved. (2)
- We need sidewalks on Monroe. (1)
- We need sidewalks on both sides of River Rd. (1)
- Harrison Street by the Waldorf School needs a safer pedestrian crossing. (1)
- On Lake Rd., with Rowe Jr High, we have lots of kids on foot next to fast traffic, this is very unsafe. (1)
- It would be nice to have sidewalks on at least one side of all our main arterials. Particularly: Lake Rd, Railroad between 37th and Linwood, and in all school zones. Its frustrating not to be able to plan a walk with your family. (1)
- The widened sidewalk corners and improvements along Harrison between 99 and PWS, by the library, are fabulous. (1)
- I really wish sidewalks were going in on both sides of Lake Rd. (1)
- (On Rusk Rd,) there are none here. Its terrifying here, we have little kids and we have to cut through forests or the high school to walk anywhere. 1/12/07
- I like the improvements that have been made around Masonic lodge area. A lot better than other places.- 12/4/06
- We need a linking trail from the Springwater Corridor to the River trail or downtown (Milwaukie.) 2/5/07
- At 32nd and Harvey the PGE telephone poles block sightlines. Further down on the west side of 32nd the phone poles are right in the middle of the sidewalk. The handicapped have to go right out into the street to get around. 2/5/07
- 43rd Ave, a lot of people walk up and down this road. With Safeway opening and kids going to school we need a better connection from the neighborhood. 2/1/07

Train Horn (Quiet Zones):

- Not a big issue for me. (6)
- We need to silence the horns/ I'd support any effort to silence the horns. (4)
- I love hearing it, it has sentimental value for me. I'm far enough from it that its not an issue for me. (4)
- Sometimes they really lay on it (the horn.) (3)
- I like the horns. (3)
- I'd support if it makes it safer, I'd want to know that it was really safe. (1)
- Need to address this, this is important. (1)
- I'd worry about the impact on emergency services. (1)
- I'd love for the sound to go away without an increased risk. (1)
- I can hear the horn from miles away. (1)
- I'd love for it not to blow at 1:30 am. (1)
- I'm use to them, they don't bother me...but if it would make the gates safer, that's viable. (1)
- I'm very in favor of establishing a zone, I can hear them all night long. (1)
- The whole damn train is an issue... it rattles my house. It's gotten worse after what happened at 37th. (1)
- It is an issue. I'd like to see it (a Quiet Zone.) I hear them all the time. (1)
- I live very close to the tracks, but the noise of the train and its vibrations wake me before the horn does. (1)
- (A Quiet Zone) would be nice. Everyone along there would love that. 11/13/06
- We very rarely ever hear it, we live pretty far away. 1/12/07
- Certain days of the week they're just non-stop in the middle of the night. I find myself waking up about three times a night. I definitely would be supportive of a Quiet Zone. I've lived in the city for 13 yrs. 1/15/07

- Sometimes I don't notice it, sometimes it really just keeps going and going. Heck ya I'd support it. We've lived here for five years. (2)
- I do support a Quiet Zone to get rid of the noise.
- We live on Lava Dr, a pretty good distance from the tracks. Lived here 4yrs, still awake all night during the times that we have to have our windows open while sleeping. I don't know how people in North Main village will stand it.-12/12/06
- I live within a mile, up on a hill. I hear it every time it comes through. A lot of people are nostalgic about it, but there are four crossings within a mile. The sound really echoes against the North ridge here. We hear it, its very loud. In the summer its that much louder. The notion of Quiet Zones, and that we fit the criteria, it seems like a very easy fix. I want the city to pursue it. How long have I lived in the city? A year and a half, though I've lived within earshot of the train for 15. -1/25/06
- Its brutal. The way that 4:30 am summer train comes through cranking on the horn, its ridiculous the way they plow down the back of Albertsons. They ramp up a horn that will rattle your fillings. 2/1/07
- We heard it when we first moved here. I actually kind of like it. 2/1/07
- I grew up near a train, its kind of a comforting sound. 2/1/07
- I hear it. It doesn't bother me. Its just part of being in a city, that's life. 2/1/07
- Where I work it shakes the whole building. 2/1/07

Public Parking Comments:

- If we are going to build Park and Rides for commuters we need to provide parking for people who work/ shop downtown. (1)
- I think its horrendous. I'm scarred of any other buildings going up without other parking. As is we have young children walking long distances to school. (1)
- I'd like to see traffic more out of sight. Parking placed underground instead of on surface level parking lots. (1)
- I would not be opposed to a 2-3 story parking garage in or near the downtown area if the townhouses prove to put a huge strain on street parking. (1)
- I love the angle in parking along Main and am happy that those remain. They do much to add to the small town feel, and make parking easy and convenient. (1)
- Currently I totally appreciate being able to park in downtown Milwaukie and use the transit mall to get downtown to work. I am concerned about losing the ability to do this in the future, with the closure of the parking lot across from the court house. -12/12/06
- The angled parking in downtown Milwaukie is great. 2/2/07

Freight Comments:

- We need to have a more efficient freight rail system. This will have great value down the road. (1)

Other:

- I wanted to be able to take the Taxi to the Red Line in order to get to the airport. The driver was upset that we wanted to go to the Transit Center and not the airport. We need to develop a good working relationship between MAX and the Taxi services. We also need better local transit connections to long distance transit such as Amtrak. (1)

Community Contacts List

Gavin Hales

2/8/07

1. Acuardi, Gia
2. Allred, Carroll
3. Anderson, Chuck
4. Andrews, Heather
5. Aschenbrenner, David
6. Ausmann-Moreno, Cheryl
7. Baene, Aaron
8. Baene, Natalie
9. Banyas, Martha
10. Batey, Lisa
11. Blevens, Rick
12. Blosser, Catherine
13. Bower, Kay Sweetland
14. Braden, Dale
15. Braden, Sherill
16. Bradley, Liz
17. Bradley, Matt
18. Breazeal, Katy
19. Bryan, Ray
20. Buss, Kathy
21. Byford, Patsy
22. Churchill, Scott
23. Damm, Carole
24. Demerest, Susan
25. Denny, Steve
26. Draper, Tonya
27. Favorite, Anne
28. Favorite, Phil
29. Ferguson, Jeremy
30. Fisher, Lynn
31. Fontana, Carole
32. French, Annie
33. Fyfield, Joy
34. Gallagher, Mike
35. Garrison, Cathy
36. Garrison, Rob
37. Grisham, Susan
38. Gunion-Rinker, Lisa
39. Guzzo, Angela
40. Hamersly, Wayne
41. Harrison, Kathy
42. Henry, Bill
43. Hespen, Margaret
44. Hoeye, Michael
45. Hopke, Corwyn
46. Hunter, Eleanore
47. Jahn, Ed
48. Johnson, Jerold
49. Johnson, Kevin Shay
50. Jurkovich, Carolyn

Attachment 3

51. Kelland, Beth
52. Kelland, Lynn
53. King, Mary
54. Klein, Jeff
55. Lake III, William
56. Leopold, Irv
57. Liner, Dave
58. Little, Molly
59. Logeias, Susan
60. Loudon, Jeff
61. Maccarl, Julia
62. Maier, Dave
63. McGill, Kate
64. Menely, Matt
65. Menely, Sarah
66. Millett, Gil
67. Monson, Bill
68. Moog, Renee
69. Neff, Linda
70. Nelson, Liz
71. Patten, Debby
72. Paulk, Ann
73. Paulk, John
74. Pearsen, Everett
75. Pierzchala, Sarah
76. Rhoden, Rick
77. Rohan, Kieran
78. Schwartz, Todd
79. Seagler, Greg
80. Sheehan, Patrick
81. Shepard, Dion
82. Smith, Sarah
83. Stephen, Chris
84. Stephens, Charlie
85. Strauss, Ileana O.
86. Stueber, Dan
87. Sylvester, Paul
88. Tarfman, Aaron
89. Trulock, Mitchel
90. Walker, Jeff
91. Walker, Tara
92. Waner, Cami
93. Wasko, Beth
94. Wester, Maribeth M
95. Wisner, Julie
96. Zimmerman, Judy
97. Zumwalt, Ed

Attachment 4

Church	Address	Phone #
(Names in bold have received information)		
Amazing Grace Lutheran Church	2800 SE Concord Rd. Milw, OR 97267	503-654-6100
Bridge City Community Church	2816 SE Harrison St. Milw, OR 97222	503-794-1696
Christ the King Catholic Church	11709 SE Fuller Rd, Milw, OR, 97222	503-659-1475
Church of Christ	10110 SE Linwood Ave, Milw, OR, 97222	503-777-4631
Church of Jesus Christ of Later Day Saints	13520 SE Ruscliffe Ln, Milw, OR	503-654-8466
Clackamas Christian Center	13333 SE Rusk Rd, Milw, OR, 97222	503-654-9531
Clackamas Park Friends Church	8120 SE Thiessen Rd, Milw, OR 97267	503-655-7177
Eagles Wings Ministries	10902 SE Garrett Dr, Milw, OR, 97222	503-654-8471
Ebenezer Russian Full Gospel	3511 SE Concord Rd, Milw, OR, 97267	503-659-8494
Grace Community Church	18403 SE Blanton St, Milw, OR, 97267	503-659-2828
Harmony Evangelical Church	12332 SE Fuller Rd, Milw, OR, 97222	503-654-6363
Harvest Christian Center	10670 SE 52nd Ave, Milw, OR, 97222	503-653-7574
Jennings Life Community Church	4670 SE Jennings Ave, Milw, OR, 97267	503-654-0464
Kairos-Milw United Church of Christ	4790 SE Logus Rd., Milw, OR, 97222	503-654-6770
King of Kings Lutheran Church	5501 SE Thiessen Rd, Milw, OR, 97267	503-659-0990
Life Christian Center	5497 International Wy, Milw, OR, 97222	503-656-5433
Milwaukie Christian Church	5197 SE King Rd, Milw, OR, 97222	503-654-6597
Milwaukie Covenant Church	12201 SE Linwood Ave, Milw, OR, 97222	503-654-7374
Milwaukie Faith Evangelical	3615 SE Hill Rd, Milw, OR, 97222	503-654-9626
Milwaukie First Baptist Church	10750 SE 42nd Ave, Milw, OR	503-654-9593
Milwaukie Lutheran Church	3810 SE Lake Rd, Milw, OR, 97222	503-653-0250
Milwaukie Presbyterian Church	2416 SE Lake Rd, Milw, OR	503-654-7782
Milwaukie Spanish 7th Day Adventist Church	7903 SE Otty St., Milw, OR, 97222	503-788-0880
New Life Christian Center	16575 SE Webster Rd, Milw, OR, 97222	503-653-0174
New Life Evangelical Methodist Church	17048 SE River Rd, Milw, OR, 97267	503-252-0585
North Clackamas Church of Christ	7931 SE King Rd, Milw, OR,	503-786-3655
Oak Grove Church	1908 SE Courtney Rd., Milw, OR, 97222	503-654-0507
Oak Hills Presbyterian Church	5101 SE Thiessen Rd, Milw, OR, 97267	503-654-4321
Orthodox Church of the Annunciation	13515 SE Rusk Rd., Milw, OR, 97222	503-659-3646
River Oaks Church	PO Box 68556 Milwaukie, OR, 97268	503-652-2090
River Oaks Foursquare of Milwaukie	church now in Sellwood	503-652-2090
Saint Stephans Serbian Orthodox Church	11447 SE 27th Ave, Milw, OR	503-659-4705
St. John's Episcopal Church	2036 SE Jefferson St, Milw, OR	503-653-5880 (1)
St. Paul's United Methodist Church	11631 SE Linwood Ave, Milw, OR, 97222	503-654-1705
The Dwelling Place	2906 SE Roswell St. Milw, OR, 97222	503-659-6479
Thompson Rd. Bible Fellowship	7606 SE Thompson Rd, Milw, OR, 97222	503-654-8650
Two Rivers Church	14496 SE Cedar Ave, Milw, OR, 97267	503-794-5225
Westwood Community Fellowship	13820 SE Webster Rd, Milw, OR, 97267	503-659-3502
Wichita Evangelical Church	9491 SE Wichita Ave, Milw, OR, 97222	503-659-1490
St John the Baptist Catholic Church	10995 SE 25th Ave, Milw, OR, 97222	(503) 654-5449

Attachment 5

School Name	Address	Phone
(Names in bold have received information)		
Alder Creek Middle School	13801 SE Webster Rd, Milwaukie, OR, 97267	503-353-5700
Ardenwald Elementary	8950 SE 36th Ave, Milwaukie, OR, 97222	503-353-5320
Bilquist Elementary	15708 SE Webster Rd, Milwaukie, OR, 97267	503-353-5340
Campbell Elementary	11326 SE 47th Ave, Milwaukie, OR, 97222	503-353-5360
Candy Lane Elementary	5901 SE Hull St, Milwaukie, OR, 97267	503-785-8150
Cascade Heights Public Charter School	13515 SE Rusk Rd, Milwaukie, OR	503-653-3996
Christ the King School	11709 SE Fuller Rd, Milwaukie, OR, 97267	(503) 659-
Concord Elementary	3811 SE Concord Rd, Milwaukie, OR, 97267	503-353-5400
El Puente Bilingual School	11250 SE 27th Ave, Milwaukie, OR, 97222	503-353-5495
LaSalle High School	11999 SE Fuller Rd, Milwaukie, OR, 97267	(503) 659-
Lewelling Elementary	5325 SE Logus Rd, Milwaukie, OR, 97222	503-353-5440
Linwood Elementary	11909 SE Linwood Ave, Milwaukie, OR, 97222	503-353-5460
Milwaukie Academy of the Arts	11300 SE 23rd Ave, Milwaukie, OR, 97222	503-353-5851
Milwaukie Elementary	11250 SE 27th Ave, Milwaukie, OR, 97222	503-353-5480
Milwaukie High School	11300 SE 23rd Ave, Milwaukie, OR, 97222	503-353-5830
New Urban High School	1905 SE Oak Grove Blvd, Milwaukie, OR, 97267	503-353-5925
Oak Grove Elementary	2150 SE Torbank Rd, Milwaukie, OR, 97222	503-353-5520
Portland Waldorf School	2300 SE Harrison St, Milwaukie, OR, 97222	503-654-2200
Putnam High School	4950 SE Roethe Rd, Milwaukie, OR, 97267	503-353-5872
Riverside Elementary	16303 SE River Rd., Milwaukie, OR, 97222	503-353-5560
Rowe Jr. High School	3606 SE Lake Rd, Milwaukie, OR, 97222	503-353-5725
Sojourner Elementary	1905 SE Oak Grove Blvd, Milwaukie, OR, 97267	503-353-5580
St. John the Baptist Catholic School	10956 SE 25th Ave, Milwaukie, OR, 97222	503-654-0200
View Acres Elementary	4828 SE View Acres Rd, Milwaukie, OR, 97222	503-353-5640
Whitcomb Elementary	7400 SE Thompson Rd, Milwaukie, OR, 97222	503-353-5660
Wichita Elementary	6031 SE King Rd, Milwaukie, OR, 97222	503-353-5680



Milwaukie Transportation System Plan Update

Public Involvement Plan

February 2007

Contents

- 1. Introduction**
- 2. Goals and Objectives**
 - A. Goal Statement
 - B. Objective
- 3. Process Overview**
 - A. Outreach and Media Communication
 - B. Public Involvement Schedule
 - C. Public Input Opportunities
 - a. Phase One:
 - i. Community Briefings
 - ii. Business Outreach
 - b. Phase Two:
 - i. Public Survey
 - ii. Advisory Committee
 - iii. Workshops
 - iv. Working Groups
 - v. Open House
 - vi. Public Hearing

Appendix A. Volunteer form

1. INTRODUCTION

Public involvement is a key priority in the development of the Milwaukie Transportation System Plan (TSP). Involvement activities are planned in various formats with the goal of receiving feedback from as many citizens and business representatives as possible and allowing for a continuum of involvement for those citizens—from informational meetings to focused working groups. Milwaukie citizens and stakeholders will be able to provide input in community briefings, working groups, focused workshops, open houses, public hearings, through online survey, and submission of written and verbal comments. Milwaukie citizens and stakeholders will also be able to receive ongoing updates on the process by email, mail, and by checking the City website.

Public involvement is essential because it:

- Leads to better, more informed plans and decisions;
- Provides opportunity for citizens who may not be involved otherwise;
- Engages citizens with the issues that concern them most;
- Provides opportunity for focused, in-depth, and pertinent discussion of key issues;
- Furthers democratic values by ensuring the interests of the majority of citizens are considered in decision-making;
- Achieves planning that is more attuned to the needs of different groups by recognizing diversity within the local community.

State, regional, and City policies require that citizen input be part of the transportation system planning process. Oregon's Statewide Planning Goal #1 mandates the following:

- Provide widespread citizen involvement, including the establishment of a citizen advisory committee (CAC) broadly representative of geographic areas and interests.
- Assure effective two-way communication with citizens.
- Assure technical information is available in an understandable form.
- Assure that citizens receive a response from policymakers.
- Ensure adequate funding for citizen involvement in a planning budget.

As outlined in the Comprehensive Plan Chapter 1, City policy requires the following:

- Objective #1: "The City will promote citizen participation in the planning process primarily through the 9 Milwaukie Neighborhood Areas..."
- Objective #2: "To encourage broadly based public participation involving a cross section of citizens from a variety of geographic and interest areas, solicited through an open, well-publicized process."
- Objective #3: "Promote informed public participation in planning decisions by providing readily available publications and printed materials regarding current issues and proposed policies and providing for two-way communication between policy-makers and citizens."

2. GOALS AND OBJECTIVES

A. Goal Statement

The public involvement process for the Milwaukie TSP update will encourage and provide opportunities for citizens to participate in all phases of the planning process and keep citizens informed through open lines of communication for the sharing of questions, problems and suggestions.

B. Objective: Communication

The objective of public involvement in the TSP will be to promote informed public participation in planning decisions by providing understandable information about current issues and proposed policies, and by encouraging two-way communication between policy-makers and citizens.

In writing this plan, the City realizes that it is imperative to be explicit about what citizen input is needed and how the information will be used when the process is over in order to curtail any unrealistic expectations. In evaluating the content of a citizen participation program, the key question is how useful and practical the output from the process was to decision-making. Did the input help decision makers create more thoughtful and enlightened policy? Were citizen recommendations feasible? Would decision makers invite citizen input into future policy debates? In evaluating the process, the focus shifts to the participants. Did everyone potentially affected have the opportunity to be heard? Would participants describe the decision making as open and fair? Would participants be willing to do it again?

The interaction between content and process can also be a powerful force behind the implementation of the new policy. While the content concerns the strategic decision (e.g. a specific goal) the process focuses on its formulation and implementation. People who feel involved and responsible are more likely to be committed to seeing a new policy in place and working. New relationships in the community are forged, leading to important interactions between community leaders and organizations.

3. PROCESS OVERVIEW

A. Outreach and Media Communication

This project will use internal and external sources to communicate with the public about the project. Public outreach and involvement will be an on-going process before and during the TSP project. Several techniques will be employed on a routine basis to ensure that public outreach is successful. The City will use the public outreach communication methods listed in Table 1 to announce special events and inform citizens about ongoing activities.

Outreach Phase One

The first phase in outreach will be a "media blitz" during which the City will employ all of the internal and external communication methods (as follows). The media blitz will include:

- A special 2-page flyer insert in the Pilot newsletter, which is mailed to every household in Milwaukie.
- Flyers distributed at the City's Farmers' Market community booth.
- Staff will attend all Neighborhood District Associations (NDA) meetings to let people know about the upcoming project.
- Staff will brief City Council and Planning Commission.
- A special section on the City website will contain FAQ sheets, flyers, and ongoing updates and information about the TSP project.
- Staff will contact advocacy groups to invite them to participate.
- The City's Transportation Liaison will send updates to all current contacts, which includes businesses, parent-teacher organizations, churches, and individuals. Community services staff will send updates to all boards, commissions, neighborhood district association (NDA) members, and key individuals.

Outreach Phase Two

The second phase of outreach will focus on following-up with interested individuals to let them know how to stay involved in the process and track the project's progress.

- Staff will contact interested individuals and agencies with information about the Working Groups and Advisory Committee.
- Staff will give strategic updates to City Council and Planning Commission.
- The Pilot newsletter will include monthly updates.
- The City website will be updated frequently with project information, meeting material and notes, and draft chapters.
- Press releases will be sent out before each AC meeting.

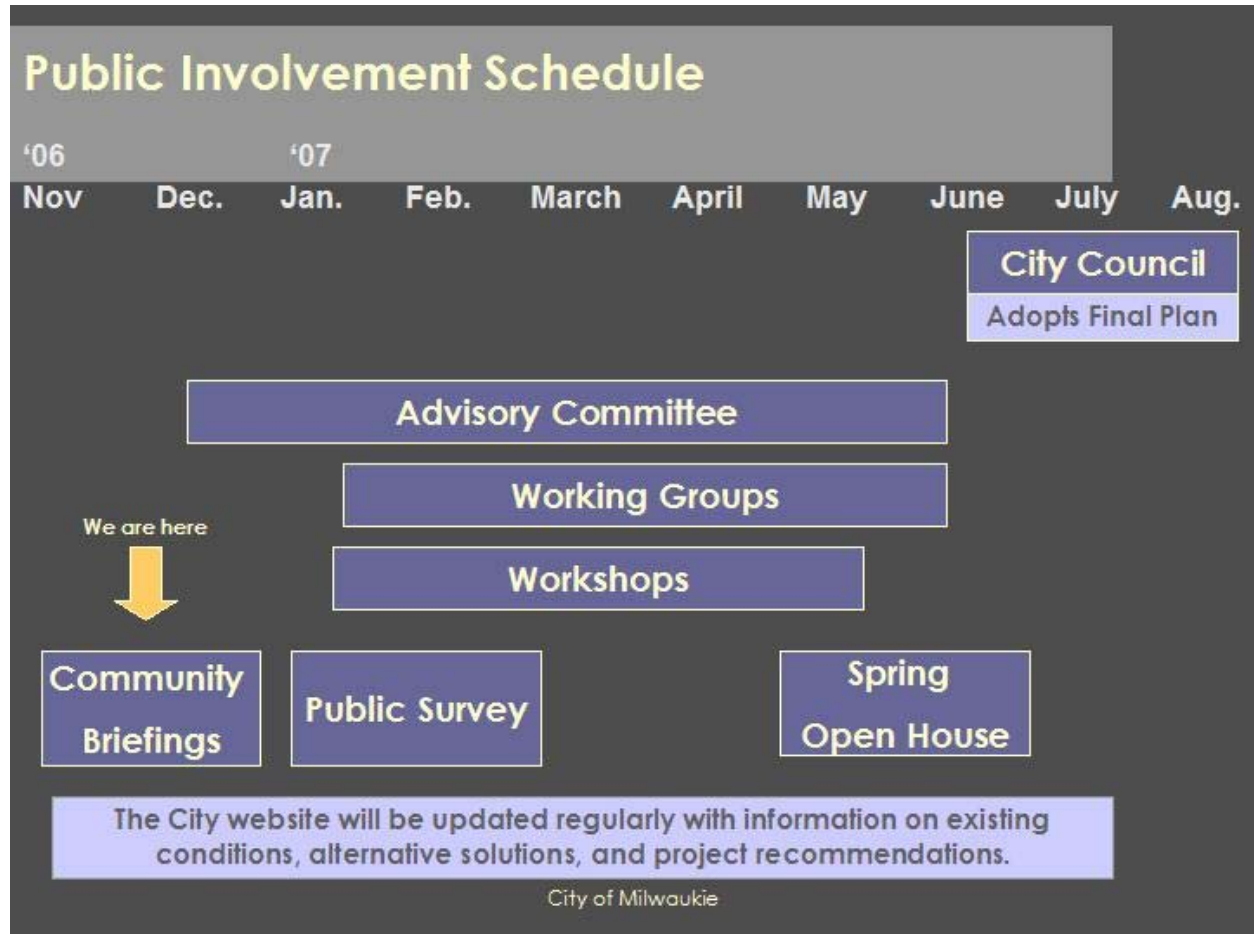
In preparation for the Open House, staff will repeat the media blitz outlined in phase one above. Communication will include not only the time and location of the Open House, but also a summary of key recommended updates for the TSP.

Table 1 - Communication Methods

Internal Communication Methods:	External Communication Methods:
The Pilot newsletter: Regular updates will be included in the Pilot, which is mailed to every household in the City monthly.	North Clackamas School District: Flyers will be sent to principals of all Milwaukie schools to distribute. Updates will be included in their newsletter.
The Ledding Library: Flyers will be placed at the library and signs will be posted in the front.	Waldorf School: Updates will be included in their newsletter and posted on their bulletin boards.
Weekly email updates: Timely information about the project will be included in Community Services' weekly email updates, which are sent to over 100 people including all neighborhood members and City board members.	Local churches: The City's Transportation Liaison will send updates to his contacts—including churches.
Transportation Liaison: The City's Transportation Liaison will send updates to his contacts—including Parent-Teacher Organizations, churches, businesses, and individuals. This list currently includes over 100 contacts.	Local interest groups: Flyers will be given to local interest groups and organizations such as the Windhorse Walkers and local Parent-Teacher organizations. They will be invited to join the related working groups and workshops.
Public access broadcasts: Information will be put on the video "bulletin boards" on the government and public access channels (23 and 30).	North Clackamas Chamber of Commerce: Updates will be sent to be included in their newsletter.
Farmer's Market Community Booth: Informational display and flyers will be posted between May and August.	Bicycle Transportation Alliance: Updates will be sent to be included in their newsletter.
City website: A section dedicated to the TSP process will be included on the City's homepage. This section will contain on going updates, meeting information, documents, and survey results.	Key local leaders: key individuals in the City will be contacted and specifically asked to spread the word about the project.
Neighborhood District Association (NDA) meetings: Staff will visit all 7 NDAs to inform them before the project begins and throughout the process in order to provide updates.	Newspapers: Press releases will be sent to the Clackamas Review and Oregonian.

B. Public Involvement Schedule

The overall public involvement program for the TSP will occur in phases, corresponding to the developmental stages of the plan. See flow chart below.



C. Public Input Opportunities

a. Phase One

The first phase of public outreach and input will be Community Briefings and business interviews.

i. Community Briefings

Purpose:

- Introduce and describe the TSP and the TSP Process;
- Inform public how they can stay updated and receive information;
- Invite and entice future participation with working groups and workshops;
- Solicit input in focused way;
- Focus on existing conditions and key issues.

Key Stakeholders:

- Neighborhood District Associations (NDAs)
- Civic groups
- School associations/parents
- Other general public

Participation Spectrum:

Inform: Community Briefings will provide the public with balanced and objective information to assist them in understanding the TSP Update project.

Consult: Community Briefings will be the first step in obtaining feedback.

Involve: The Community Briefings will be the first step in working directly with the public to ensure concerns and aspirations are understood and considered.

Measures of Success:

Information is provided in more than one format.

Participants indicate they have learned about the problem and process.

More than 50% of attendees leave comment and feedback.

Members for working groups are recruited.

Feedback received is summarized and synthesized in a way that is useful to consulting staff and decision makers.

Structure:

The City will coordinate four 2-hour meetings in different locations around the City in “neutral” facilities. There will be a short Power Point presentation that explains the TSP project and process. Katie Mangle, Planning Director, will give a presentation at the beginning of the meeting. The room will have an area for viewing the presentation and an area of clustered tables for people to leave comments and feedback. The tables will have several maps on them, markers and pens, sticky notes, and two flip charts for taking down comments. Specific comments or drawings can be recorded directly onto the maps or written on sticky notes. General verbal comments will also be written on the flip charts.

The Community Briefing will also have a “welcome/ check-out table”. Attendees will be directed to drop off comment cards as they leave and the person staffing the check-out will make sure comment cards received are legible and have the necessary information on them, and will clarify comments to ensure comments are understood.

The comment cards will ask people to rate on a scale of 1-5 how much the briefing increased their understanding of the TSP process and to rate how useful the presentation format was. A blank section will also allow them to write general comments about the meeting.

Comment cards will also solicit contact information and contain check-boxes asking if the attendee wants to receive more information. There will be an option for “No I don’t want to be contacted.” Staff will count the number of attendees and track what percentage leave comment cards or draw on the maps.

Comments collected at the Community Briefings will be summarized and posted on the website and shared with the project Advisory Committee.

Dates/Locations:

Community Briefings will be held in “neutral” facilities around the City.

1. Linwood Elementary School Thursday, November 30th 6:30-8:30pm
2. Milwaukie High School Saturday December 2nd 10:30am-12:30pm
3. Milwaukie Community Club Monday, December 4th 6:30-8:30pm
4. Portland Classical Guitar Wednesday, December 6th 7:00-9:00pm

ii. Business Outreach

Purpose:

- Introduce and describe the TSP and the TSP Process;
- Inform local business owners and managers as to how they can stay updated/get ongoing information;
- Invite and entice future participation with working groups and workshops;
- Solicit input in focused way.

Key Stakeholders:

- North Industrial businesses
- Downtown businesses
- International Way businesses
- Highway 224 corridor businesses
- Johnson Creek Blvd. Businesses
- Chamber of Commerce
- Other key businesses
 - Safeway
 - Save-a-Lot
 - ODS
 - Providence

Participation Spectrum:

Inform: To provide local business owners and managers with balanced and objective information to assist them in understanding the problem, alternatives, and opportunities and/or solutions.

Consult: To seek feedback from local business owners and managers on initial TSP analysis.

Involve: To begin working with local business owners and managers to ensure concerns and aspirations are understood and considered.

Measures of Success:

Feedback received is summarized and synthesized in a way that is useful to decision makers.

Information is summarized and sent back out to participants if they indicate they would like this.

Structure:

Phone interviews are often the best way to contact and gain input from business managers and owners. Staff will develop a business stakeholder phone interview “script” with 5-6 key questions. Downtown businesses will be the only businesses directed to a Community Briefing—to be held at Milwaukie High School (MHS).

Stakeholder Strategies:

- **North Industrial businesses:**
The City’s Resource and Economic Development Specialist, Alex Campbell, will continue to work with the North Industrial businesses, addressing economic development issues and concerns. Primary concerns to these businesses are freight movement, light rail alignment, and park and ride location. Alex will contact business representatives to inform them about the TSP process and invite them to sit on a working group as well as interview them.
- **Downtown businesses:**
Community Services staff will develop a flyer informing downtown businesses of the community briefing at MHS. The flyer will be distributed to all downtown businesses.
- **International Way businesses:**
International Way has a loosely organized business association. City staff anticipates that primary concerns to these businesses are freight access and traffic on Highway 224. Alex will contact business representatives to inform them about the TSP process, invite them to participate, and interview them.
- **Johnson Creek Blvd. Businesses:**
Alex Campbell will contact business representatives once dates are set for the freight and light rail work groups, invite them to participate, and interview them.
- **North Clackamas Chamber of Commerce:**
The Chamber’s land use and transportation committee will be notified about the TSP process and the Chamber Director will be invited to join the TSP Advisory Committee.
- **Other key businesses:**
The City’s Resource and Economic Development Specialist and Transportation Liaison will contact other large employers including Safeway, Save-a-Lot, ODS, and Providence, to inform them about the TSP process and interview them.

b. Phase Two

The second phase of public outreach and input will be the creation of a public survey, the establishment of an advisory group, forming of mode-specific working groups, and the scheduling of workshops. The workshops and working groups will focus on specific modes and updating a chapter of the TSP. Participants can be a part of one or more groups, but consistent participation will be encouraged to enhance the groups' effectiveness. Participants will also be asked to complete volunteer applications so that staff has correct contact information and an understanding of their interests and the strengths they bring to the table (see Appendix). Workshops and Working Group Meetings will begin in February 2007.

i. Public Survey

The City will prepare a Public Outcome Prioritization Survey, which will focus on attitudes and desires and assist staff in prioritizing transportation outcomes. The Public Outcome Prioritization Survey will be available on the City website as well as by paper. Paper surveys will available at City Hall, the Library, and from the planning department at Johnson Creek building. Surveys will also be distributed at neighborhood meetings and available at the City's community booth.

<p><u>Participation Spectrum:</u></p> <p>Consult: The survey will obtain feedback on goals and analysis.</p> <p><u>Measures of Success:</u></p> <p>Survey results will be published so respondents can share information and see the views of others.</p> <p>The public will receive information on how survey results influenced decisions.</p>
--

ii. Advisory Committee

The Advisory Committee (AC) will include agency representatives, advocates, business owners, and interested citizens who will meet at key milestones in the project to discuss alternatives, make policy recommendations, and review technical work. The scope of the AC will be to:

- Set desired outcomes for the City as a whole;
- Resolve conflicts between issues and between agencies;
- Focus on resolving conflicts between Working Groups;
- Review draft chapters and draft desired outcomes for the city;
- Fill in gaps not addressed by Working Groups and Workshops.

Any member of the public may sit on the AC, which will meet five times. Anyone from the public interested in serving on the AC will be asked to complete a volunteer application and consistent attendance and participation will be requested to maximize the committee's effectiveness. All AC meetings will be public meetings.

In order to accommodate the schedules of regional, agency and businesses representatives, most or all of the five AC meetings will be held from 4:00pm to 6:00pm. Citizens unable to attend meetings at this time of day will be directed to consider sitting on a working group, attend a workshop, and/or respond to the public survey. All working group and workshop meetings will be held during the evening and/or weekends.

A "Process Committee" of three members will lead the AC in developing agendas and keeping work on track. The AC will provide opinion and feedback to the Consultant from both the public and the Policy Advisors. The AC will also allow for exploration of the interactions among the multiple issue areas that arise during the planning process. AC members will review all draft chapters of the TSP.

City staff will prepare an AC Roster, listing the names and contact information of policy advisors and technical experts; service providers; regulators; and representatives of residents, businesses, neighborhood groups, and/or existing civic groups which will provide input throughout Project. The AC will include, at minimum, representatives from Oregon Department of Transportation (ODOT), Department of Land Conservation and Development (DLCD), Metro, TriMet, Clackamas County, and the City. City staff shall seek policy advisors with expertise in related fields such as economic development, real estate development, sustainability, accessibility, safe routes to schools, and elderly transportation issues. The City shall also seek citizens and business representatives to serve on the AC.

Participation Spectrum:

Involve: Work directly with the public to ensure concerns and aspirations are understood and considered.

Collaborate: Look to the public in the aspects of each decision, including the development of alternatives and the identification of a preferred solution (s).

Measures of Success:

Both technical group and citizen group indicate they have learned from each other.

Objectives for each session are achieved.

iii. Workshops

The workshops differ from the working groups in that they will meet fewer times and no formal membership or volunteer application will be requested. The two workshop focus areas will be 1) Bicycle, Sidewalk and Pedestrian Solutions and 2) Downtown Parking. City staff will facilitate these meetings and Consultant staff will attend to provide technical assistance and information. The workshops will be held to solicit community input on issues and solutions; advance understanding of existing policies, local needs, values and conditions; to develop publicly desired outcomes, and to identify and select alternative approaches (see Table 2).

The City will assign a Task Leader for each mode (bicycle, pedestrian, and parking issues), who will be responsible for educating participants on City policy, meeting management, and providing strategic direction. The City will be responsible for meeting scheduling, notices, set-up and material distribution. The consultant will be responsible for preparing technical information for display and discussion, and taking and preparing meeting notes. Meeting materials will be distributed at least one week before the meeting.

Participation Spectrum:

Involve: Work directly with the public to ensure concerns and aspirations are understood and considered.

Measures of Success:

Feedback received is summarized and synthesized in a way that is useful to decision makers.

Information is summarized and sent back out to participants if they indicate they would like this.

Table 2 - Workshops

Workshop Name	Who will be in this group?	Key issues	Work to be done
Bicycle, Sidewalk, and Pedestrian Solutions Workshops	Open to all. The City will invite bicycle advocates.	<ul style="list-style-type: none">• Bicycle access.• Bike routes (trails, bike lanes, crossings, and bikeways).• Cycling safely.• Sidewalk improvements on existing streets.• Primary pedestrian network.• Safe routes to schools.	Review existing conditions and 1997 TSP Bikeways Action Plan. Update the plan and prioritize projects.
Downtown Parking Workshops	Open to all. The City will invite downtown businesses and interested citizens.	<ul style="list-style-type: none">• Guiding Principles for downtown parking• City parking permit system.• Will focus on both short-term and long-term solutions and policies.	Review existing conditions and 2003 Parking plan. Guide City's long-term policy for parking. Identify projects and priorities.

iv. Working Groups

The Working Groups will be open to all Milwaukie residents and business owners but formal membership, the completion of a volunteer application, and consistent attendance will be requested. Agency representatives will be invited to attend, with their primary role being to listen and provide technical assistance. For each group, the City will assign a Task Leader, who will be responsible for educating participants on City policy, meeting management, and providing strategic direction. The consultant will facilitate all working group meetings. Prior to each meeting information packets will be posted on the project website at www.cityofmilwaukie.org and sent to people who have expressed interest (see Table 3).

An initial kick-off meeting will be held for all people interested in the working groups. At this meeting, project staff will explain the context and process. Participants will be charged to approach the working groups by thinking broadly about how issues are connected in the long-term.

The meeting agenda will include:

- General existing conditions for all modes;
- Working group process and schedule;
- Draft agendas for working groups;
- Seek feedback on draft agendas;
- Homework assignments for each working group.

The working groups are organized according to issue areas, as shown in Table 3.

Participation Spectrum:

Involve: Work directly with the public to ensure concerns and aspirations are understood and considered.

Collaborate: Look to the public in the aspects of each decision, including the development of alternatives and the identification of a preferred solution.

Measures of Success:

Both technical group and citizen group indicate they have learned from each other.

Objectives for each session are achieved.

Table 3-Working Groups

Working Group Name	Who will be in this group?	Key issues	Work to be done
Street Design Solutions Working Group	Open to all, but participants are asked to attend consistently.	<ul style="list-style-type: none"> • Retrofitting Milwaukie's existing streets. • Alternatives for pedestrian facilities. • "Green Street" stormwater management. 	<ul style="list-style-type: none"> • Review existing conditions and policies. • Develop criteria for street alternatives. • Guide city policy on how to retrofit existing streets.
Traffic & Street Network Solutions Working Group	Open to all, but participants are asked to attend consistently. Group will include a representative from ODOT.	<ul style="list-style-type: none"> • Hwy 99 & Hwy 224 connection. • Cut-through traffic. • Street classifications. • Traffic patterns. 	<ul style="list-style-type: none"> • Review existing conditions and 1997 TSP. • Guide City on how to update plan.
Transit Solutions Working Group	Open to all, but participants are asked to attend consistently. Group will include a representative from TriMet.	<ul style="list-style-type: none"> • Bus service (local and regional). • Light Rail. • Transit centers. • Park & rides. 	<ul style="list-style-type: none"> • Review existing conditions and 1997 TSP. • Guide City on how to update plan.
Freight Access Solutions Working Group	Open to all, but participants are asked to attend consistently. The City will invite railroad representatives and industrial and manufacturing businesses.	<ul style="list-style-type: none"> • Truck and rail access to industrial and commercial areas. • Hwy 99E, Hwy 224, and connections between. 	<ul style="list-style-type: none"> • Review existing conditions and 1997 TSP. • Develop criteria for alternatives and project list.

Participation Spectrum:

Involve: Work directly with the public to ensure concerns and aspirations are understood and considered.

Measures of Success:

Feedback received is summarized and synthesized in a way that is useful to decision makers.

Information is summarized and brought back to participants at second session.

Objectives for each session are achieved.

v. *Open House*

The project team will host one Open House in the late spring of 2007 at a convenient time and at a central location familiar to the community. The purpose of the meeting is to present and explain the draft plan to the community and show how issues of importance to the community have been addressed.

The Open House will be an opportunity to share the combined efforts of the Working Groups, Workshops and the Advisory Committee to all participants as well as the community at large. Representatives from the Advisory Committee will answer questions about their recommendations. Staff will be on hand to address technical and policy questions. Local agency representatives will be available as needed. The Open House will include stations of information and a looped power point presentation.

The meeting will be advertised using the previously mentioned local resources outlined in the "Outreach and Media" section of this document. The meeting will include comment forms to solicit the level of support for and understanding of the proposed updates to the TSP. Information about the public hearing and adoption schedule will also be made available.

Participation Spectrum:

Inform: Community Briefings will provide the public with information to assist them in understanding the TSP results and decisions.

Consult: Comments will be recorded.

Measures of Success:

Survey results and draft chapters will be published so respondents can share information and see the views of others.

Information on how the process and citizen input influenced decisions will be provided.

vi. *Public Hearings Prior to Adoption*

The Transportation System Plan is an ancillary document to the Milwaukie Comprehensive Plan, so adoption of the updated TSP is a process that requires public hearings before both the Planning Commission and City Council. Comprehensive Plan amendments are legislative actions governed by Milwaukie Municipal Code Section 19.1011.5 and Chapter 2 of the Comprehensive Plan. The Planning Commission will hold a public hearing, make a recommendation, and prepare findings and conclusions for City Council consideration. The City Council will hold a public hearing on the final TSP, and make the final decision to adopt the updated plan. Time for public comment and testimony is provided at all public hearings.

Appendix A



Transportation System Plan (TSP) Volunteer Application Form

Please return this form to Beth Ragel, Community Services Program Coordinator, at City Hall.
 Address: 10722 SE Main Street. Phone: 503-786-7568. E-mail: ragelb@ci.milwaukie.or.us.

I would like to participate in the following groups:

- Advisory Committee (5 meetings) Traffic & Street Network (3 meetings)
 Freight (4 meetings) Transit (4 meetings)
 Street Design (3 meetings)

Personal Information:

Name: _____

Street Address: _____

City: _____ Zip: _____ NDA: _____

Telephone: (Day) _____ (Eve) _____

(Fax) _____ (E-Mail) _____

Availability	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Sun.
The hours I am generally available are . . .							

Volunteer Release Statement:

As a condition of my participation in the City of Milwaukie Volunteer Program, I hereby release the City of Milwaukie and its agents, associates, and related parties from all responsibility for personal injuries to me and damages to my property sustained in the performance of my volunteer activities.

I have read and accept the City of Milwaukie Volunteer Program release statement.

Signature: _____ Date: _____

Working Groups and Advisory Committee Expectations:

Any member of the public may be an Advisory Committee or Working Group member. There is no selection process; however, those who wish to participate as members need to sign up through the City and make a commitment to participate for the duration of the project. This will ensure that the Advisory Committee and Working Groups have stable memberships, which in turn will contribute to their effectiveness.

Meetings are expected to occur between January 2007 and July 2007. If you would like more information about any one particular group before signing up, please contact Gavin Hales at 503-786-7643 or e-mail him at halesg@ci.milwaukie.or.us. If you are not interested in becoming an Advisory Committee or Working Group member, you are welcome to observe or participate in any meeting on a drop-in basis.

Members are expected to participate fully by doing the following:

- Attend scheduled meetings;
- Come prepared by reviewing relevant documents in advance;
- Keep the larger community's interests in mind.

Tell us about...

- Any relevant knowledge, education, training, or work experience?

- Any memberships, civic involvements, or volunteer experience?

- Any advocacy groups or perspectives you would represent during the process?

In an emergency, call . . .

Name: _____ Relationship: _____

Phone (1): _____

Phone (2): _____

Health Insurance Company: _____

Special Needs/Considerations: _____